

CLUB
WHISKY
\$14.00 PER DOZEN.
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

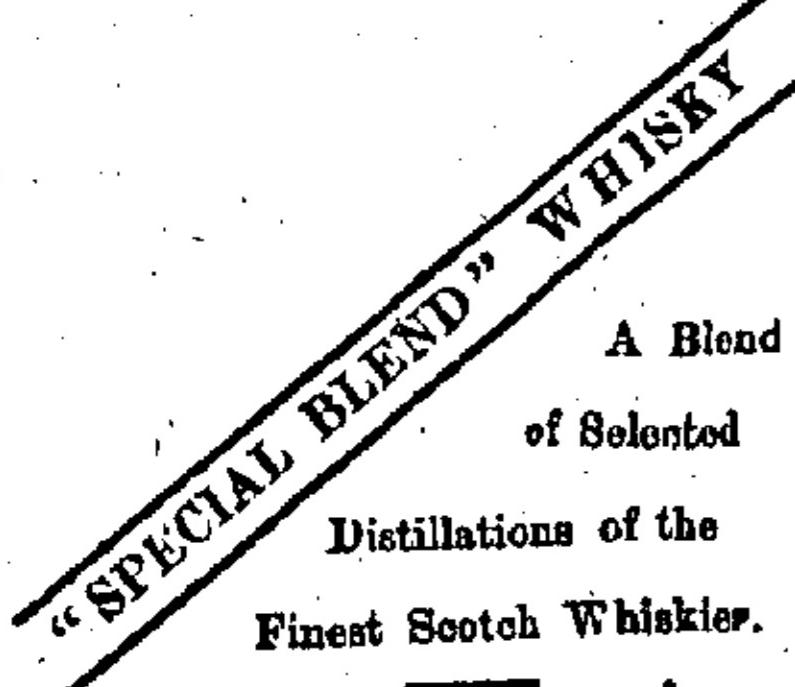
No. 14,688 號八十捌子陸千四萬一第 日三初月四年疊十三精光 HONGKONG, SATURDAY, MAY 6TH, 1905. 六拜禮 號六月五年五零百九千一英港香 PRICE, \$3 PER MONTH.


WATSON'S
HOUSEHOLD
AMMONIA
For the Bath, Toilet, Nursery and Household.

Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

A. S. WATSON & CO.
LIMITED.
THE HONGKONG DISPENSARY.

CUTLER, PALMER
& CO.'S


A Blend
of Selected
Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.

Apply to
SIEMSSSEN & CO., Hongkong. [a65]
GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.
\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per bag 250 lbs. net ex Factory.
SHEWAN, TOMES & CO.,
General Managers
Hongkong, 1st March, 1905. [a256]

NOTICE.
THE TERMINUS STORES,
GENERAL STOREKEEPERS, COMPTADEOLES,
COMMISSION AGENTS.
MOST respectfully beg to inform the
Public that they have opened a Store
in this Colony at Nos. 69 and 61, ELGIN
ROAD, KOWLOON, under the Style of the
Terminus Stores and are prepared to accept all
kinds of orders, which will be attended to and
executed in the shortest time, and earnestly hope
to be favoured with the kind Patronage of the
Public.
Hongkong, 9th March, 1905. [a660]

COTTAM & CO.

HIGH-CLASS OUTFITTERS.

JUST ARRIVED:
NEW LINE SUMMER GOODS.

SUMMER COLOURED TUNIC
SHIRTS, WHITE GAUZE SHIRTS,
PYJAMA SUITS, BOSTON GARTERS,
BADEN POWELL COLLARS, BROWN
BOOTS.
The Latest Fashions in High-class
NECKWEAR.
EVERY SEASONABLE NOVELTY.

HONGKONG HOTEL BUILDING.
Hongkong, 24th April, 1905. [a1069]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

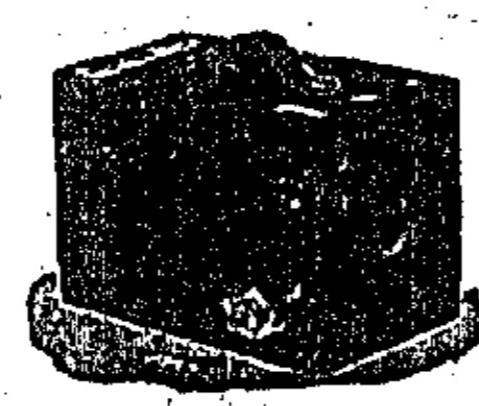
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong
One steamer (as. *Hengshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA".
For Terms, apply
241 THE MANAGER.
COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily, Sunday,
excepted to receive and deliver perishable goods
W.M. PARLANGE, Manager
Hongkong, 18th November, 1901. [a52]

A. LING & CO.,
FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LAQUERED WARE.
63, QUEEN'S ROAD CENTRAL,
Hongkong, 21st September, 1903. [a222]

THE
LAHMEYER ELECTRICAL CO. LTD.
LONDON
AND
ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSSSEN & CO., SOLE AGENTS FOR CHINA. [a64]

PHOTO SUPPLIES
DEVELOPING
AND PRINTING
UNDERTAKEN.
GOOD WORK,
PROMPT
RETURN



UP-TO-DATE DARK ROOM
FITTED WITH ELECTRIC LIGHT AND FAN
AT THE DISPOSAL OF AMATEURS

LONG, HING & CO.,
PHOTO GOODS STORE,
17, QUEEN'S ROAD CENTRAL.
Premises formerly occupied by Mr. F.B. BLUNCK, Silk Lace Manufacturer, and
NEXT DOOR to our Former Address.
Hongkong, 15th August, 1904. [a39]

**ALARMING INCREASE
IN BALDNESS!!!**

and all other disorders of the Hair, such as Sourf, Dandruff, Scanty Partings, Falling Hair,
Premature Graying, &c., &c.

A REMEDY OFFERED.
which possesses all the elements that go to produce a good head of hair. Its powerful, stimulating properties go straight to the hair roots—giving them a life and vigour they never knew before. And life and vigour to the roots mean more hair, stronger hair, better hair. It will assuredly do all this for YOU, as it has done for thousands of others.

WILSON'S HAIR WASH.
THE GREAT HAIR PRODUCER AND RESTORE.
The Finest Dressing. Special. Prepared and Delicately Perfumed.
A Luxury and a Necessity to every Modern Toilet.

WATKINS LIMITED,
CHEMISTS AND DRUGGISTS,
AND
AERATED WATER MANUFACTURERS.
(Crown Brand.)
APOTHECARIES HALL, HONGKONG. [a38]

**KÜPPER'S
PILSENER BEER.**

The best PILSENER in the East; ask for Küpper,
and see that you get it.
Telephone No. 75.

CALDBECK. MACGREGOR & CO.
SOLE AGENTS

15, QUEEN'S ROAD CENTRAL,
Hongkong, 29th April, 1905. [a37]

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS.

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

	Per Case
BRANDY * * * *	\$22.50
" * * *	20.00
" * *	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSSSEN & CO.
HONGKONG AGENTS. [a64]

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.

MACAO: THE HOLY CITY; THE GEM OF THE ORIENT EARTH, by J. DYER BALL, M.R.A.S. ... \$1.50	Virgilius, by Bachelor ... 2.00
Nuttall's Dictionary 100,000 References 3.00	The Coming Conquest of England... 2.00
Mother Goose's Nursery Rhymes ... 3.00	Hasell's Annual, 1905 ... 3.00
Nobdy Knows, a Choice Illustrated Child's Book ... 1.50	A History of Rome, by Miles ... 6.00
Menus Made Easy ... 1.90	Engineers' Year Book, by Kempe, 1905 5.90
Foster's Bridge Manual ... 2.70	
Foster's Bridge Tactics ... 2.70	
For Very Little Folks. A Jumble Book ... 2.70	
Painting Books for Children ... 0.80	

NEW VIEW BOOK OF HONGKONG,
CANTON AND MACAO—24 VIEWS
only \$1.00

SOLE AGENTS FOR CHINA FOR
THE BLICKENSIDERER
TYPEWRITERS. [a35]

A. TACK & CO..
26, DES VIEUX ROAD CENTRAL, HONGKONG.

**FURNITURE, SUNDRIES & PHOTOGRAPHIC GOODS
OF EVERY DESCRIPTION.**
EASTMAN'S KODAKS & FILMS.
"PRIMUS" CAMERAS & ACCESSORIES.
ILFORD PLATES & PAPERS.
"PRIMUS" DEVELOPERS & CHEMICALS.
PRINTING & DEVELOPING UNDERTAKEN. [a46]

JOHN ROBERTS & COMPANY, LTD.

BILLIARD TABLE MAKERS.

BOMBAY.

Undertake to Supply a First-class full sized Billiard Table, design No. 1, to following Specification, viz: on Eight Massive turned Legs, raised panels to Knees, Carved Brackets, Screwed Moldings, double bolted, best Welsh Slate Bed, extra heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible Pocket Plates, best Whippord Pockets, Six Chalk Cues, Superfine West of England Cloth, and patent adjusting toes with lever for levelling complete with the following accessories:—

12 Selected Ash Cues
1 Butt Rest with Patent Brass Head.
1 Billiard Rest with Patent Brass Head.
1 Long Butt.
1 Mid Butt.
1 Billiard Marking Board.
1 Dust Cover for Table.
Straight Edge and Circle.
Hat-Spirit Level.
1 Smoothing Iron with t-hoe.

1 Wall Cue Rack.
1 Wall Butt Rack.
1 Set Billiard Rules, Framed.
1 Best Billiard Brush.
1 Set "Crystalline" or "Benzoline" Bill. Balls.
1 Box Best Cue Tips, Assorted.
1 Cue Tip Fastener with Fila.
1 Bottle Cue Cement.
1 Box Silk Spots.
2 Dozen Best White Chalk.

Packed and delivered free on Ear Hongkong or Shanghai Harbour for the sum of Rs. 1,400 net.

Illustrated price lists giving prices and particulars of everything pertaining to billiards can be had on application from the Offices of this paper.

Hongkong, 1st April, 1904. [a71—1]

LANE, CRAWFORD & CO.

ARE NOW SHOWING

NEW SEASON'S STOCK OF

SHIRTS. COLLARS. TIES.

STRAW AND PANAMA HATS.

SUN HATS.

SILK & WOOL & FLANNEL PYJAMAS.

WOLSEY

UNSHRINKABLE UNDERWEAR.

EXTRA LIGHT WEIGHTS FOR SUMMER WEAR. INSPECTION INVITED.

LANE, CRAWFORD & CO.

Hongkong, 11th April, 1905. [a36]

KOWLOON HOTEL.

KOWLOON.

DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS
AND RESIDENTS.

BILLIARDS AND BOWLING. LAWN AND GARDENS.

JAS. W. OSBORNE, PROPRIETOR AND MANAGER. [a26]

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LTD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at ... \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00

Stop drinking rank, Smoky Stuff, because "it comes through the SODA."

Try HAIG & HAIG's WHISKIES: pure, mellow, matured, non-smoky, delicate flavor.

Once tried, preferred to all others. Sole Agents for Hongkong.

2755 F. BLACKHEAD & CO.

QUAN WAH & CO.
GRANITE AND MARBLE MERCHANTS,
EXPORTERS AND CONTRACTORS.

Sole Agents of QUAN TAI & CO., Lime Manufacturers.

All descriptions of GRANITE AND MARBLE FOR EXPORT.

Dealers in GRANITE AND MARBLE MONUMENTS.

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th January, 1905. [a101]

MUSIC.

PIANO AND SINGING.

M. A. GALUZZI is prepared to take pupils at his studio in the CITY HALL or at their residences.

For terms, etc., apply to the above, care of Robinson Piano Co.

Hongkong, 19th April, 1905. [a102]

102

WM. FARMER,
Proprietor.

Hongkong, 7th October, 1904. [a865a]

102

102

GRAND PRIX PARIS 1900
The Highest Possible Award.
**JOSEPH
GILLOTT'S
PENS.**
Of highest Quality, and having
Greatest Durability are there-
fore CHEAPEST.
The Only Award Chicago, 1893
[a282]

**BLACK
BERRY
BRANDY**

Per Bottle ... \$2.50
\$3.00

H. PRICE & CO.,
12, Queen's Road.

INSURANCE

THE STANDARD LIFE OFFICE.

(ESTABLISHED 1825.)

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S



A
BLEND
OF THE
FINEST
PURE
MALT
WHISKIES
DISTILLED IN SCOTLAND,
OF
GREAT AGE.
MATURE.
MELLOW
AND
FINE FLAVOUR.

PER DOZ. - - - \$16.50

A. S. WATSON & CO.
LIMITED.

ALEXANDRA BUILDINGS.

open door with a sphere of influence; but the ways of the diplomats are past finding out.

The exclusive right to construct a system of railways in the provinces, which Germany, with the approval of England, acquired in 1898, carried with it the right to a mining monopoly for ten miles on each side of all the railways. Deeming even this insufficient, on December 15 last, Baron Munro von Schwarzenstein presented four additional demands to the Wai-wu-pu, the third of which was that within two years of the date of the opening by Germany of any mine within this area all Chinese mines already open within a distance of five miles of German mines should be required to suspend operations, the effect being to increase the German monopoly from ten miles to 15 miles on each side of the railway. Article 17 of the Shantung mining regulations, signed by Germany and China on March 21, 1900, which provides that within a distance of ten miles on each side of the railway only Germans and Chinese shall be permitted to open mines, stipulates that in the case of mines already being worked the Chinese may be permitted to continue working.

The representatives of Germany in China are now said to be claiming that the latter part of Article 17 means that Chinese mines may continue with their old methods only, they have no right to copy the modern mining methods of the Germans. No doubt when Germany signed those terms five years ago, she had the idea that her concession to the Chinese interests already operating was an inexpensive favour to grant. The Chinese are not altogether stupid in business matters, however; and they are beginning to see that the only chance for the old Chinese mines to compete with the new German mines is to adopt similar machinery and methods. China declines to read into the Article the meaning which Germany asserts exists and applies

"not only to the area along the railway but to five additional mining zones covering practically the whole remaining mining area of the provinces larger than England and Wales, the acquisition of which, though denied by Count von Bulow in the Reichstag on March 3, 1902, has been the constant aim of Germany's activity since 1900, especially in 1902."

It is understood that last December Germany demanded a ten mile purely German reservation on each side of the railway's length; that Chinese already mining in this strip may continue as they are, but must not use machinery; the concession of more mining areas; and no interference by Chinese officials with German mines. The Chinese Foreign Office has made its customary refusal, but, says Dr. Morrison, pressure is being brought to bear upon the Wai-wu-pu to reconsider its decision. He complains that England has helped by "aiding her to obtain from China the guarantee of a loan of £25,000,000 to build a railway under German control from Tientsin to Kiao-chou, which, had the Russo-Japanese war taken a different turn, would have become a German Port Arthur."

He complains that "our attitude is in striking contrast with that of the Japanese." So, it may be; so, indeed, it is. The Japanese are not prone to such fussy arguments.

Yesterday an Indian watchman was reported to have contracted the plague.

Motor-boats have a great future in China. One or two medium samples taken to inland waters would cause big sales.

Messrs. S. Boulton, K. B. Wilson, H. E. Scirven and W. Anderson have joined the Volunteer Corps, and Corporal G. E. Gedge has been permitted to resign.

Some time ago the "Blake" hat was being boomed by the batters of Ceylon. "Lady Blake Buttons" are now announced, the buttons being manufactured from the seeds of Talipot palm. It is a new industry in Ceylon.

The address of General Linnévitch to the Russian army, when he displaced Kuropatkin, concluded with these words: "May God help you in the coming battle." The first four words depend for their significance on the way they are uttered.

"He was coming too often," a tramway Inspector told Mr. G. N. Orme at the Police Court yesterday of a native who was charged with travelling on trams at Shaukiwan and attempting to avoid payment for the ride. The defendant had been previously warned against this practice. Fine \$3 or seven days.

The members of the Craigengower Cricket Club will be "At Home" to their friends today from 3.30 to 6 p.m. Fancy sports are to be held, and the Shield won by the Club in connection with the Cricket League will be presented by Mr. T. Sercombe Smith. The band of 19th Infantry will play selections of music during the afternoon.

April 6th was the 50th anniversary of the ordination of Dr. Griffith John, the well-known missionary of the London Missionary Society in Central China. During the whole of his 50 years of service Dr. John has only twice been away from China. He is still in good health and active service, and hopes to remain out for two or three years longer before taking furlough. In celebration of Dr. John's jubilee the society proposes to raise a fund of £12,000 for the erection of suitable premises for the accommodation of the educational work of the mission in Hankow. This is more than a phrase for political currency. It seems absurd to connect an

British North Borneo Company directors have received the following telegram from Mr. West, their chief railway engineer:—"Tunnel was finished on 10th March. Trains are now running to Tenom." Tenom is the terminus of the 112 miles of railway which have been constructed to the interior of British North Borneo. The district which the line opens up is reported to be one of the most fertile in the company's territory. The principal coastal terminus is at the new town of Jessel-ton, where there is an excellent harbour and a steel jetty.

An Indian watchman, while searching two coolies on their departure from the Hongkong and Whampoa Dock Company's works on Thursday, by chance caught hold of a bamboo one of the men was carrying. He was surprised at the weight that he detained the coolie while he opened up an end and found 24 lbs. of brass scattered within. The bamboo the second coolie was carrying was found to contain 12 lbs. of solder. The men were charged with larceny before Mr. F. A. Hazeland at the Police Court yesterday, and were each sentenced to three months' hard labour and six hours' stocks.

Philatelists in the Po-tai Department should take warning from the punishment meted out to Chan Yuk, a postman, not to remove postage stamps from letters. Chan was caught in the act, and at the instance of the Postmaster-General was charged with the offence before Mr. F. A. Hazeland at the Police Court yesterday. Mr. Johnston informed His Worship that this practice was being carried on to a great extent of late, and asked that such a sentence be inflicted as would act as a deterrent to others in the Department. The defendant was sentenced to four months' hard labour. The case may perhaps explain where some of the undelivered letters go.

By kind permission of Colonel W. G. B. Western, C.B., and Officers, the Band of the Second Battalion "The Queen's Own" (Royal West Kent Regiment) will play the following programme of music during dinner at the Hongkong Hotel this (Saturday) evening:—March, "Les Muscadins" Porcas Overture "Romantique" Klär Heil Selection from "Vagabond" Leopold Stokowski "The Chorale" Phelps Meuse Grun, "As You Like It" German (a) Ein Almblatt "Amorouse" Wagner (b) Valse Lente Berger Selection of "Irish Airs" F. Godfrey MENU.—Hors D'Envers—Caviare on Toast—Consonne Croute au Pot—Fish—Boiled Fish—Sauces Fines Herbes. Entrées—Grilled Teal on Toast, Sweetbread Cutlets and Green Pans, Cabbage Farcio, Curry—Brazilian Joints, &c.—Roast Sirloin of Beef and Horseradish, Roast Capon and Bacon, Boiled Leg of Mutton and Cape Sauce, Cold Spiced Beef and Artichoke Salad. Sweets—Baked Custard Pudding, Raspberry Ice Cream and Finger Cakes, Tipsy Cake, Cream Tart. Dessert—coffee—Fruit.

An open secret of a year ago was that Mr. Hay's initiative on behalf of Chinese neutrality was taken upon the suggestion of the German Emperor. The statement is now officially confirmed. The State Department has just published despatches. The Emperor and the President alike desired to secure the neutrality of Chinese territory. The Emperor suggested that a proposal to the Powers from Washington was more likely to be accepted than one from Berlin, if only because of Mr. Hay's previous activities in the same direction. Baron Speck von Sternburg told the President, Mr. Hay came back from the south, conferences were held, and finally despatches were sent to the European Powers, Germany, England and France accepted readily. Upon receiving Germany's adhesion Mr. Hay directed the American Ambassador at Berlin to "convey to the Emperor the President's profound appreciation of his generous initiative and powerful co-operation." The Emperor was "exceedingly gratified, and expressed most friendly sentiments towards the President."

The MARINE INSURANCE MARKET.

Writing on April 1st, the *Times* says:—The three months which have just closed must have been the worst which underwriters have experienced for many years. War losses have already been dealt with; and, apart altogether from these, the marine casualties have been much above the average of corresponding months in recent years, and have been falling upon premiums which have been cut by competition to the smallest dimensions. Complaints as to the slackness of current business are also universal. Unless there is a considerable improvement in the severity and incidence of casualties, the outlook for the remainder of the 1904 accounts, and for the new account, will be even worse than I ventured to anticipate four months ago.

AN ANTI-GUSH POET.

The Foochow Echo gives some verses that poor cold water on griffinesque gush. Here are four:—The fair Orchid of the East among the Exile's grief—Or that at least's presumably the Fleet Street scribbler's belief; But, even if we had them, all the Orchids beneath the sun Couldn't do much to console us—now our Cauliflower's done!

The glorious Golden Oriole, that flashes thro' the trees, Provides a Fleet Street pen, no doubt, with lovely similes: But, though we may admire them, our enthusiasm's short. When that over-rated screecher wakes us punctually at dawn! The same perfidious scribbler writes of Nabobs of the East. And doesn't realize Exchange can matter in the least: He little knows the wicked words we wish to, but don't say. When the longed-for Shanghai steamer brings no news of increased pay!

The luxury and languor, the mystery and charm, The inclemencies and gorgeness, the spices and the balm. Make excellent ingredients for a literary treat For those in, fact who've never known the pricks of Prickly Heat!

TELEGRAMS.

[DAILY PRESS SERVICE]

RESULT OF THE TWO THOUSAND GUINEAS.

LONDON, 4th May.

- 1, Mr. De Wend-Fenton's Vedas
2, Chev. Gimistrelli's Signorino.
3, Mr. L. Neumann's Liangibby.

[REUTER'S SERVICE.]

THE ALIENS BILL.

LONDON, 3rd May.

The Aliens Bill has been read in the House of Commons a second time, by 221 to 59. Mr. Balfour speaking on the measure said: "We were amply justified in determining the conditions under which we would, or would not, admit citizens of other nations."

FRANCE AND THE UNITED STATES.

LONDON, 4th May.

M. McCormick, the new American Ambassador to France, in presenting his credentials to President Loubet, said that he rejoiced in the development of ideas which had latterly led to a rapprochement between France and the mother-country of Americans. An allusion of this character, by an Ambassador, on such an occasion, being most unusual, is regarded as a most weighty expression of American feeling.

THE WAR.

[PRIVATE WIRE.]

THIRD BALTIERS PASS SINGAPORE.

We understand that a private wire was received from Singapore yesterday saying that the Third Baltic Squadron, consisting of four battleships and six cruisers, passed Singapore bound east at daylight yesterday (Friday) morning.

[REUTER'S SERVICE.]

CHINA'S NEUTRALITY.

LONDON, 3rd May.

The *Evening Post*, Washington, says that Great Britain has addressed a note of warning to China, in identical terms to that of the United States, impressing on China the necessity for strict neutrality.

BALTIC NOTES.

BOGDENSTEVENSKY DEFEATS TOGO.

There seems to be an impression at St. Petersburg that a successful naval action with Admiral Togo will at once bring the whole military office of the Japanese to the ground with a crash, and that the Russian army will then have nothing to do but pick up the pieces. Such an idea seems sanguine. Even if victory is obtained the chances are that what will be left of the Russian navy afterwards will not be worth much; that the remnant will have no port for repair save Vladivostock; and that the superiorty of the Japanese in light craft of all kinds will make it dangerous for the Russian remnant to keep at sea and more than dangerous to endeavour to control the narrow waters. Considering the numerous points of departure for ships from Japan and the number of ports of landing in Corea and Liaotung, unchallenged domination of the sea area of character to prevent absolutely the supply of the Japanese army with things they cannot draw from China does not seem within the right of a victorious Russian remnant to anticipate.

VICE-PRESIDENT'S COMPETITION.

D. Harvey v. J. Parkes, J. Clelland v. A. R. Austin, J. J. Sibbit v. J. C. Gow, J. M. Henderson v. R. Whyte, W. M. Deas v. R. Lapley, A. Kinross v. B. F. Hume, J. Macdonald v. W. J. Russell, C. F. Focken v. G. Huxton, T. Petrie v. W. Taylor, R. H. Baxter v. W. M. Russell, J. W. Graham v. Wm. Hutchison, Wm. Ramsay v. T. W. Robertson, J. Smith v. G. R. Edwards, W. J. Crawford v. A. Ritchie, G. Smith v. J. M. Ramsay, J. Kyles v. S. Smith and R. Lapley v. D. Harvey v. J. Kyles.

VICE-PRESIDENT'S COMPETITION.

W. J. Crawford v. R. Whyte, G. Smith v. W. J. Graham, J. Kyles v. Wm. Hutchison, J. Parkes v. Wm. Taylor, J. Macdonald v. A. Kinross, T. Petrie v. A. Ritchie, W. M. Deas v. Wm. Russell, J. C. Gow v. B. F. Hume, A. R. Austin v. R. H. Baxter, J. W. Graham v. J. Clelland, J. J. Sibbit v. W. J. Russell, T. W. Robertson v. G. R. Edwards, C. F. Focken v. Wm. Ramsay, G. Huxton v. J. M. Ramsay, J. Kyles v. S. Smith and R. Lapley v. D. Harvey.

FOOTGEAR IN CHINA.

The following memorandum on Chinese footgear by H.M. Commercial Attaché at Shanghai has been received in the Commercial Intelligence Branch of the Board of Trade:—

"Boots are only worn in China by officials, foreign servants, soldiers, sailors, and special hussarized boots, occasionally in wet weather, by the common people."

"There are reasons why factories of the sort are likely to succeed. While there are not many fruits in China which can be canned to advantage there are one or two varieties which can be put up for some classes of trade for less money here than in other countries. The fruit is cheap, and labour can be had at rates impossible anywhere else than in Asia."

"In this part of China it is probable that some vegetables could be handled by canning factories with good returns, the low price of the vegetables and of labour offering advantages which would enable the projectors to enter markets now held by other nations. The Chinese themselves appreciate the possibilities in this direction, and the proposed school course in Hangzhou is significant. We may add that a company tried this at Shanghai, with indifferent results."

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"The universal form of foot covering is a shoe, whilst coolies and the poorest classes have to content themselves with straw or leather sandals, or go barefoot. Women's shoes are made at home, and, except in isolated cases in Shanghai, are never exposed for sale in shops. This remark does not apply to the peculiar form of shoe worn by Manchu women, which is perched on a sort of small stool."

"In the north, during the winter months, the ordinary boot or shoe is often wadded, or lined with sheepskin, and of late years reproductions of Chinese boots and shoes, in indigo-dye, have been imported from the United States and Germany, and found favour with Chinese at the Treaty ports."

"As is the case with hats, each part of the Empire affects certain peculiarities in the matter of shoes, their idiosyncrasies being largely based, either on the nature of the ground to be traversed, or on the material locally available for making soles. A Cantonese, for instance, could not wear a Pekinese boot; and a Shanghai man wears a patterned boot from either. Boots, however, constituting part of official uniform, are almost invariably procured from Peking."

"The samples accompanying this memorandum have been purchased in Shanghai, which is the fashionable emporium for the rest of the Empire, and as such may be presumed to cater for all tastes with a certain amount of catholicity."

"Contact with foreigners is bringing about gradual, but unmistakable, changes in Chinese dress, and so far as shoes are concerned, is replacing with leather the old paper or felt sole."

"Sample 1.—Official boot made in Shanghai; cost 3-20 dols. per pair. The sole is made of paper, and used to be worn thicker. Pekinese boots are more expensive."

"Sample 2.—Specimen of a boot which has lately been adopted for winter wear by a certain proportion of the non-official classes. Cost 2-20 dols. paper sole."

"Sample 3.—A comfortable very widely worn shoe; cost 1-50 dols. paper sole. The lower middle class have the sole made of leather throughout. This shoe has come into favour within the last two years, and is said to be worn by about 50 per cent. of Shanghai's native population. (This and No. 2 are the patterns reproduced in indiangular.)"

"Sample 4.—This is a pattern of a shoe which used to be very fashionable, but is gradually going out of favour in Shanghai. It may be still selling up country. Cost 1-40 dols. paper sole."

"These may be seen as representative patterns, although there are many others differing therefrom in minor details."

"In mountainous districts a leather outside strip to the sole is not in use. The whole sole is made of cloth, as thus a better grip of the ground is obtained."

"Manufacturers would do well to bear in mind that, although the adjective "unchanging" has been applied to the East generally, and more particularly to China, changes in fashion occur here with almost the same regularity as in the Occident."

The samples referred to above may be inspected at the offices of the Commercial Intelligence Branch of the Board of Trade.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 5th at 11.50 a.m. The barometer has fallen rapidly over N. China owing to a depression which appears to be moving Eastwards in the Gulf of Pechili.

Gradual decrease over S. China, and moderate S.E. winds will probably prevail in the Formosa Channel and the N. part of the China Sea.

Forecast.—Moderate E. to S.E. winds, cloudy, misty.

MARINE MAGISTRATE'S COURT.

Friday, 5th May.

BEFORE MR. BASIL R. TAYLOR (ASSISTANT HARBOUR MASTER).

A CHARGE OF MISCONDUCT.

An inquiry was held at the Harbour Office yesterday into the circumstances connected with the charge of misconduct preferred by Captain C. E. Page, Master of the *Cisco*, Wall against Chow Ping, Master of Launch K4, in the waters of the Colony on the 20th April.

Captain Page, sworn, stated:—On the morning of the 20th ultimo, I was on my way from Wooshow

HAMBURG.

NEW PRUSSIAN MINE LAWS.

(FROM OUR CORRESPONDENT.)

Hamburg April 4th.
The new Prussian mining bill, the promise of which by the Government assisted so materially in settling the recent strike in Westphalia, was read a first time in the Lower Chamber last week and referred to a select committee. It has been divided into two parts, to be dealt with separately; the one relates to the labour question and the management of the pits, the other to the forfeiture of mining rights for the closing of pits without reasonable cause. In introducing the bill the Prime Minister, Count von Bülow, made a speech remarkable for its socialistic flavour. He strongly denied that the law was an emergency law, the result of the late strike, for underground labour had for many years back engaged the attention of the government, who were anxious to see regulations, which in the fiscal districts of the Saar district had proved so beneficial, extended to private mines. He acknowledged the orderly conduct of the men during the struggle, but distinctly condemned their breach of contract, to which alone was due the refusal to treat on the part of the Masters' Association and their determination to continue the fight to the bitter end. The government had been blamed for interfering, but seeing that the effects of the strike were so far-reaching, extending to every branch of industry in those parts and beyond, that, as he had been informed, a million of the population of the district had found their means of subsistence reduced by one half through no fault of their own, whilst the suffering and distress amongst the men and their families was growing apace, he had considered it his duty to take steps to induce the men to resume work. The masters probably objected on principle to the organisation of labour and had hoped, by holding out, as they might easily have done, to deal a crushing blow to trade unionism and to social democracy as well; but if the tendency of capital at the present day to combine, often on a gigantic scale, be considered, and the altered relations between masters and men resulting therefrom, the endeavours of the working classes to unite in order to safeguard their interests by the power of numbers could cause no surprise. So to regulate the relative position of capital and labour that neither might suffer and both work together in harmony, had become a most serious problem which, he believed, could not be permanently solved without the aid and support of the government. He concluded by saying that as long as he held his present position he should always be prepared to resist the subversive doctrines and acts of the social democrats, but the men in the coal districts of Elbeimund and Westphalia had resumed work on the strength of the promises of the government to introduce a new mining law regulating the hours of work and creating men's committees, &c., and he appealed to the house not to disappoint them. The Minister of Commerce followed, explaining the purport of the several clauses of the bill, and he dwelt at some length on the desirability of men's committees and regretted that such had not existed before the recent strike, because being a sort of connecting link between employer and employee they might possibly have succeeded in averting it. He knew from his own personal experience that, although they might at times promote agitation, they were on the whole amenable to reason and not difficult to deal with. An extension of the system to other industries was not at present contemplated, but coal mining occupied an exceptional position, for it depended not only on the welfare of those engaged in it, but that of five or six times the number of workers in other industries. The establishment of a maximum working day had become more and more imperative, as the upper levels having been gradually exhausted the necessity had arisen of descending deeper and deeper into the bowels of the earth. Owing to the diversity of the conditions prevailing in the different pits it had been extremely difficult to devise a uniform method for fixing the duration of labour, but after mature deliberation it had been decided that the simplest plan would be to make it depend upon the temperature of the place where the men worked. The system of "Nullen" (annulling) was not practised in the government mines and in his opinion the imposition of fines for carelessly loading of trucks had proved more effective; it was, therefore, proposed to substitute it for the present method of confiscation.

The principal argument in favour of the forfeiture bill is that mining property differs essentially from other property, for if the latter be left unused, the general community is not much affected, whereas the mineral riches of a country only add to the wealth of the nation by being brought to the surface; consequently owners of mining rights who restrict the output for selfish reasons are acting contrary to the economic interests of the public and should, therefore, be deprived of their rights. This is more particularly the case with regard to coal on which the entire industry of a country depends. Of course nobody would expect pits which, in the course of time had become exhausted or for some other reason, could only be worked at a loss, to be kept going; such cases it is proposed to leave to the decision of the royal mining authorities of the district. They look very much like a first step in the direction of nationalisation of all mining property, for a long time has been zealously advocated by extreme radicals in England.

To judge by the speeches of the representatives of different parties it would appear that both bills had a fair chance of becoming law, although they may be whittled down in committee. The only overt opponents are the conservative parties, but it is said that neither the ultra-nationalists, the so-called "centre," nor the social democrats would be sorry to see the measures wrecked, the former fearing the loss of influence over the working classes in the event of the bills passing, and the latter, besides hoping that the defeat of the bill will bring them numerous recruits, being prepared to seize upon the opportunity to introduce a more comprehensive and radical one in the Reichstag.

At a conference of miners' delegates which is being held at present, the provisions of the bills after having been discussed at length, have been pronounced inadequate and unacceptable only as a first instalment of reforms in mining legislation.

JAPAN AND SAKHALIN.

Reports continue to arrive of preparations by the Japanese authorities for the early occupation of the island of Sakhalin, and surprise is at times expressed that, the war having been over a year in progress, Japan has not annexed it before. It, however, is considered that Sakhalin has a population of twenty-six thousand, more than half of whom came to it as convicts, without counting women and children, and that some sort of provision must be made for these whenever Japan again includes the island within her realms, the reluctance of the Tokyo Government to shoulder a heavy responsibility will, I fear, be the burden of the war which perhaps be understood. But that Sakhalin will become once more Japanese territory, and that before long, is tolerably certain. The Japanese first opened up communication with the island in 1624, at a time when Russia had pushed her way further to the east than the Yenesei. From the date of its discovery it was the custom of the feudal lord of the Matsumae province, situated in the island of Yesso, now termed Hokkaido, to send some of his troops over to Sakhalin for twelve months at a stretch for fishing and hunting, and matters went on very quietly, the land being believed to be part of the continent of Asia. In 1808 two officers of the Shogun's Government coming from Edo undertook to explore the northern portion, and found that it was an island. They hoisted the Japanese flag, and erected a boundary mark or post, similarly inscribed, at the extreme northern promontory, close to Cape Elizabeth, as it is now named. No Russians ever came there until 1849, forty-one years after the two officers of the "Bakufu," by name Matsuda Denjuro and Manuya Rizuo, had formally taken possession in the name of their country. Ultimately, as a result of the treaty which was negotiated by Admiral Yonemoto with the Russian Government while he was Japanese Minister in St. Petersburg, the island was handed over to Russia in exchange for the Kurile Archipelago, the islands of which form stepping-stones from the north-eastern extremity of Yesso, Cape Shirotoke, to Kamtschatka. Into the question of the relative value of Sakhalin and the Kuriles it is needless now to enter, but the impression formed at the time was that Russia had rather the best of the deal. Be that as it may, the island of Sakhalin is the northernmost of the Japanese chain, and seems naturally to form part of the Japanese Empire. The harbour in the south is now ice-free, and the herring fishery will begin about the end of next week. Resistance to the Japanese occupation is practically out of the question, and it is even said that the Russians have already in great measure abandoned the place, that is, as far as the officials are concerned, but the convicts have not been removed. Probably it will be necessary eventually to transport them to the mainland and place them on Russian territory. Meanwhile the entire population, it is to be feared, must be very badly off for the necessities of life.

Sakhalin is separated from the island of Yesso, or Hokkaido by La Perouse Strait, and during the blockade of Vladivostock it has been needful to watch very closely this passage from the Pacific to the Sea of Japan. In the coming operations which may have Vladivostock for their objective it is conceivable that Sakhalin may have its uses, and that the idea of permanently occupying it may, therefore, take definite shape very shortly.

THE SHAN STATES.

During a lecture on the Shan States, Sir George Scott said that so far the British occupation of the Shan States had been of very doubtful advantage to the traders of the country. They enjoyed the blessings of peace; the country was much more accessible than it was, and the chiefs had improved the lines of communication in all directions, but so far from more money coming into the country it seemed rather that more was going out, and so far from the prospects for the future being brighter, it seemed that they were becoming steadily more discouraging. For some years now the volume of trade had been slow, but gradually decreasing. The Mandalay-Lashio Railway could not be looked upon as a railway opening up the Shan States at all. The Shan States had no outlet for their trade, or only outlets which imposed a prohibitive cost. While we had done nothing practical to connect the Shan States with the Rangoon-Mandalay trunk line, we had also done little to give outlets to its trade in other directions. The Mandalay-Lashio Railway was a mere example of faint-heartedness, and the projected railway from Bhamo to Tengyueh was only a further proof of the same want of determination. A railway which left the Nanting valley at some point short of Shunning-fu and to cross over to the Nam Bawng valley would be infinitely better worth constructing than the line which it was seriously talked of making to Tengyueh from Bhamo. The Shan States had always been very cheaply held, and the expense was no greater now than it was, but the tribute received by no means covered the expenditure. It did not seem likely that it would for very many years, unless we provided them with communications which would enable them to develop the very considerable potential wealth which at present tantalized them. The wants and desires, and even the needs of the people, had vastly increased since we took over the States 18 years ago; but the wealth of the country had only so increased as was implied by the establishment of a stable Government and there were signs that it was now almost stationary. There were not wanting, however, signs that the chiefs were endeavouring to get more revenue out of their people than the people could afford, in the sanctioned budgets allow. At the same time the people had discovered new outlets for their money, and had acquired new tastes. They knew that there was a market for their potatoes, if they could get them down for a reasonable price; they knew that they could make large profits if they could get their wheat to the railways. They believed that Burma was more wealthy than they were, simply because it had railways. The whole population, chiefs and people, therefore, clamoured for a railway as the only hope of the Shan States, and there were not wanting people who believed that the building of the railway would be a very profitable speculation for ourselves, although it could not be proved by figures.

JAPANESE CHARACTER.

ADDRESSES BY BARON SUYEMATSU.
The Ethnological Society, which has for its object the study of human nature, gave a reception in honour of Baron Suyematsu. The proceedings, over which Mr. W. R. Peel, M.P., presided, took place in the Galleries of the Royal Society of British Artists, Suffolk-street, Pall-mall.

Baron Suyematsu, who was cordially received, gave an address on "Japanese Character," in the course of which he said that the Japanese were not a nation of high imagination; in that respect they differed very much from the Hindus. There was more resemblance between the Japanese and the Chinese, inasmuch as Chinese ethics had had a great influence in moulding Japanese character.

The Japanese were characterised as a nation of imitators. People said they imitated China in the days gone by, and that they now imitated Europe. This was certainly true to a great extent, but they were not ashamed of it (laughter). They were often told that it was a pity that Japan should have lost her own antique customs and manners and institutions to such an extent as she had, and was consequently ceasing to be one of the artistic objects of the world. It might be true to some extent, but they could not afford to be deterred from promoting the growth of their own country, whereby alone it might be enabled to keep pace with the progress of the world, merely for the sake of pleasing the globe-trotters. (Laughter and applause.)

The whole world now admitted that the Japanese were good fighters (applause), and were brave and dashing in warfare. The question arose whether these qualities were inherent in their nature, and he could not deny that there was some sort of inherent capacity for military achievement in the Japanese blood; but he might say the development and the maintenance of martial ardour and prowess were due more to the spiritual training which had been inculcated among the people at large on ethical lines for myriad centuries.

Japan was an artistic nation, and artistic taste prevailed throughout the land to a degree far beyond that to which they obtained in other countries. The artistic capacity of the Japanese was very deep and thorough. As to the moral character of the Japanese, it was a mistake to suppose that people in the Far East lacked ethical principles. In the Japanese the affections and emotions were manifested outwardly as little as possible. This arose from the difference not only of mere customs and manners but from different interpretations of ethical principles.

The introduction of cigars and cigarettes into the country had caused some difference in the smoking habits of the Japanese tending towards the augmentation of tobacco consumption. The import of all sorts of Western spirits, formerly unknown, also had caused some slight increase of the drinking habit. But for all that the Japanese, as a race, were neither a drinking nor a very great smoking nation. (Heer, heer.)

A vote of thanks was passed to Baron Suyematsu for his interesting address.

Among the large company present were representatives of the Japanese Legation, the American Embassy, the Peruvian Legation, Lady Fremantle, Lady Camoys, &c.

STEEL-CONCRETE.

Scarcely any attention has been devoted by scientific institutions in England to the valuable material of construction afforded by the combination of concrete and steel, and which may be most appropriately designated as concrete-steel. In the United States the first meeting of a special committee on "Concrete and Steel-Concrete" appointed by the American Society of Civil Engineers was held in June last, and the first report of this body is contained in a recent number of the proceedings of the society. Representatives of the American Railway Engineering and Maintenance-of-Way Association, the American Society for Testing Materials, and the American Association of Portland Cement Manufacturers are now included in the committee, and sub-committees have been appointed to deal with different parts of the investigation. Some 12 Colleges have undertaken to co-operate in making tests and much interest is being taken in the inquiry by railway companies, manufacturers, and others. The hope is expressed in the report that during the present year a sufficient number of tests will be made to give some rules for governing concrete and reinforced concrete construction, although the general work may occupy for more than a single year. This example is one that is deserving of being followed by the Institution of Civil Engineers, as many engineers who are engaged in structural work would welcome authoritative investigations of the kind. —Times.

SENSIBLE ADVERTISING.

The following notes on advertising are taken by the *British Trade Review* from a recent article in *Printers' Ink*. The ad. must talk business from start to finish, arguing and reasoning, telling and showing just what the machine has done and why it's better than others. When writing an ad. of this sort, it is a good idea to choose from among your friends or acquaintances one man who is a fair representative of your possible customers, in mental make-up and habits of mind, and write your ad. exactly as though you were writing a letter to that particular man. Maybe it will be a better scheme to actually write him a series of short letters, each covering a single feature of your product, and then, instead of mailing them to him, put an attractive headline on each of them in place of his name and send them to the paper. You know how to write such letters, but perhaps you don't know how to write a telling headline. All right. After you have written one of those letters, read it through, and you are almost sure to find somewhere in the body of that letter, a short sentence that would make a strong headline. The headline often makes or mars the entire ad., as it is seen first of all (except when a cut is used), and if it holds attention even for a few seconds it may lead the reader on down into the facts and figures you want him to absorb almost before he realises it. But avoid straining or "catchy" headings, &c. in the strainning one the effort is too apparent and the effect wholly unnatural, while "catchy" generally means something that's short and silly. Be candid in machinery advertising, as in other things, by commonsense. Don't claim impossibilities, nor expect them.

LATEST STEAMER MOVEMENT.

The C.P.R. steamer *Tarier* arrived at Kobe at 6 a.m. on Thursday, the 4th May, and left again 1.30 p.m. same day for Yokohama, where she was due to arrive at 6 p.m. yesterday.

The O.S.S. & C.M. steamer *Jason* left Shanghai on the morning of the 4th inst., and may be expected here to-morrow morning.

THE GEOGRAPHICAL CONDITIONS OF THE RUSSIAN RETREAT.

The fighting is swooping on so rapidly that it must be difficult for any one not familiar with the scene to follow the quick-ly-changin' conditions. The Kai-yuen plain, through which the defeated army has been struggling, is 30 miles from south to north and widens from less than three miles at Tie-ling to about 20 at its northern end. Kai-yuen city stands in the centre of the widest part, 23 miles from Tie-ling. It was once a famous frontier city and guardian of the northern marches. Four miles north of this poor and dreary town, with its enormous walls crumpling to ruin, runs the so-called Palisade, a mere ditch and dyke, pierced by many small or large roads with toll-bars. The railway runs five miles west of Kai-yuen and crosses the Ching or Crystal river by a large bridge, which has cost huge sums of money and has caused the bridge-makers of the railway more trouble than any other.

Northward of Kai-yuen the ground rises rapidly into the central table-lands. The railway winds up into these and then follows the lower sections to Chang-tu-fu station, ten miles east of the town. Then skirts a vast bog, it rises again through a cutting, the sides of which exhibit volcanic debris in great confusion. Onward north-east through the black earth region, with deep gullies, at the bottom of which small river, wind their way over treacherous and boggy beds, from east to west. The whole region viewed from the train seems very sparsely populated, but farmhouses are plentiful. The farmers, with the aid of imported labour in the summer, often cultivate as much as a thousand acres. Oxen beds and cottonwood trees and much to the landscape. One hundred miles from Tie-ling is the large station and engine works of Kunjinlin, with its scores of worn-out, diseased Baldwin locomotives. Up again to a higher plain of yellow loess, then a long stretch of plain with black earth and clay, and the railway rises into the beautiful undulating country of Chang-chuan-fu and crosses combined western and central trade route, about four miles south-west of the city. The station is nearly three miles from the city on the north-west. The Russians will doubtless send their heavier impediments by rail. They must, if there is any fight left in them, send a heavy contingent up the Central Imperial road, which runs north-west of the railway through Chang-tu-fu, a town of some 20,000 people, and thence via Tsie-lu-shu and Tsie-ping-kai, two important grain centres, to Mai-mui-kuai, where the great western road from Peking, upon which the Japanese are sweeping, joins the central road. Mai-mui-kuai, or Feng-u-Hsien, is a very important trading and grain centre, and from it the Russians will draw raw materials and supplies. The united road runs parallel to but nearly 15 miles north-west of the railway, over a wide and well-cultivated region, with numerous large villages hugging either side. The land is undulating and fairly well wooded. Neither near the railway nor on this road are there any naturally strong positions.

Four miles south of Kai-yuen, at the large village of Sung-chia-tai, the Imperial road bifurcates and forms the great Central and Eastern routes. The latter runs through Wn-yuan-pu-men gateway and enters the hills, and the proceeds direct to Kirin city. Between this road and the railway for 30 or 40 miles there is a well-defined range of high hills. On the other side are the hills and more or less cultivated valleys of what were, until recent years, the Imperial Manchu hunting reserves. From Tie-ling to Kirin city the distance is about 240 miles. The road has one large town, Yung-chun, and many smaller ones, with many Chinese for travellers and Chinese troops. This has for ages been an important military route, and the road is fairly good and passable at all seasons, with several rivers of pure water, all easily forded. If the Russians are not beaten beyond all hope, they will do their utmost to secure Kirin city, with its stores of grain, its fine modern arsenal and powder mills, its easily accessible coalfields, and its unlimited fuel supply. Enormous rafts come here from the forested up the Sungari and Kharbin is almost entirely supplied with building timber and fuel from Kirin city. The surrounding hills, especially those known as the Lo-yeh-ling, over which the Mandarin road from Tie-ling to Kirin runs, are admirable for defence.

There is a great trade road, with Russian post and guard houses, running over the 89 miles from Kirin directly west to Chang-chuan-fu. It leaves the Tie-ling road after emerging from the Kirin hills at Ta-shui-ho village 15 miles west of Kirin, crosses the river Ta-shui-ho, and rises into beautiful down-like hills, which form a long and somewhat irregular wall for nearly 60 miles across the great and rich plain. Southward of these hills meanders the Yi-tung-ho river; northward, some 20 miles distant, winds the Sungari, far below the level of the plains. Midway between Kirin and Chang-chuan-fu is the thriving market village of Bao-chia-ho Tzu, and north of this rises an isolated peak, the highest in the range, known as Ta-Ting-Tau, "Great Head," very symmetrical, and rising like a huge pyramid a thousand feet above the plain. These hills have many prosperous villages, lime kilns, stone quarries, and several small coal mines, producing many grades of fuel from common lignite to almost pure anthracite.

Kirin city, if the Russians have any heart, will be held, and the Japanese will have a hard task to drive them from it. Between the line of the Japanese advance and Kirin lies a range of hills, not more than ten miles wide at the widest, and surrounded on every hand by low-lying lands with rivers in all directions. These hills are almost all covered with brushwood and rise very steeply on every side, especially on the southern face. Chang-chuan-fu, "the Prefecture of Perpetual Spring," or as the natives commonly designate it, Kuan-cheng-Tzu, "broad expansive city," is the most prosperous wholesale trading centre in Manchuria, with upwards of 100,000 enterprising business men. Unlike Mukden there are few family residences. Nearly all the Chinese have their homes in China proper. Chang-chuan-fu is separated from the above hills by the Yi-tung-ho river and a flat cultivated marsh, some six miles across. The town itself has a low mud rampart and insignificant gates. Westward are undulating cultivated plains, merging into the Mongolian steppes.

Neglect a physical organ and you impair the health of the whole body; starve a mental faculty and you enfeeble the whole mind.—Donald A. MacNaughton in the *Contemporary Review*.

The abolition of a false idea of soldiering would surely be no evil. Let the tax-payer and popular recruit learn to realise that the requirements of a good soldier are essentially health, a straight eye, and a disciplined mind.—J. H. M. Abbott in the *Spectator*.

NOTICE

WE HAVE THIS DAY

REMOVED TO NO. 17, QUEEN'S ROAD,

Premises formerly occupied by Mr. Fr. BLUNCK, silk lace manufacturer, and Next Door to our Former Address.

LONG. HING & CO.

DEALERS IN PHOTO GOODS.

Hongkong, 4th May, 1904.

GOOD ADVICE TO YOUNG MANILANS.

The Manila Cobblers recently had the following homily:

There is no place where systematic saving is more possible or more needed than here in Manila. When many young men on salaries ranging from \$1,000 to \$4,000 per year, and the vast majority without families to support, it would seem that there ought to be some margin for saving. It is doubtful, however, in more than a few exceptional cases, whether there is much money laid away for the future. The actual number of personal savings accounts at the banks is small, and so far we have not suffered greatly from wild stock speculation companies. These will be an especial peril to the young man's income with the advent of new development enterprises and American capital.

There are probably hundreds of men in Manila who would find themselves at the mercy of their friends if they were suddenly left without employment. No man can possibly maintain decent self-respect and live from hand to mouth, and this habit of life once formed devours every cent of income.

On the other hand, there is nothing that begets self-respect like a savings fund laid away for future use.

The first hundred dollars that any young man deposits in the bank marks the beginning of a new era in his life and doubles the latent power of his personality. He now has a feeling of independence and security that makes him a different man. And then the next egg in the bank becomes a magnet that powerfully draws to itself increased savings and it becomes as easy to attract as it formerly was to lose.

What is needed is not stinginess, nor parsimony, but a careful division of income, allotting definite amounts to each item of the expense budget and then keeping within the appointment. Any one knows how easy it is to spend money as fast as it is earned and not spend it viciously either, just simply spend it on odds and ends of things that are of little importance, but cost.

A young man made a habit of dropping in a box the price of a shave every time that he patronised his own barber shop, and at the end

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed. Letters. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

WE have authorised Mr. FREDERICK SALINGER to sign our Firm from this date.

REISS & CO.
Hongkong, 5th May, 1905. [1148]

NOTICE.

WE beg to notify that we have fully empowered Mr. MAX A. ECKELMANN to act as our Attorney during the temporary absence of Mr. AAGAARD from the Colony.

AAGAARD, THORESEN & CO.
Hongkong, 5th May, 1905. [1149]

NOTICE.

PATRONS of CAFE WEISMANN will please note that our Refreshment Rooms at 34 Queen's Road Central, will CLOSE Every Night at 8 P.M.

Entrance to Dining Rooms No. 1, Wyndham Street, open till 11 P.M.

H. WEISMANN,
Manager.
Hongkong, 6th May, 1905. [1150]

WANTED.

A CHINESE CLERK, able to Read and Write English as well as Chinese, one accustomed to Office Work preferred. Good salary to suitable man.

Apply—
Cafe of Daily Press Office.
Hongkong, 6th May, 1905. [1151]

NOTICE TO MARINERS.

No. 232 (Special).

CHINA SEA.

SWATOW DISTRICT.

Wreck of Chinese Gumboat "HUANGTAI" off Breaker Point.

WITH reference to Notice to Mariners, No. 179 (Special) dated the 25th September, 1903, NOTICE IS HEREBY GIVEN that the 6-foot conical White Buoy temporarily placed to mark the wreck of the Chinese Gumboat "HUANGTAI" has disappeared and will not be replaced.

H. G. MYHRE,
Acting Deputy Coast Inspector.
Coast Inspector's Office, Shanghai, 1st May, 1904. [1125]

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Chartered Steamship

"EMMA LUYKEN," Captain Martens, will be despatched for the above on TO-MORROW, the 7th inst., at 9 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO., General Managers.
Hongkong, 5th May, 1905. [1146]

IMPERIAL GERMAN MAIL LINE, NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN."

Captain H. F. Müller, due here with the outward German Mail about TUESDAY, P.M., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to
MELCHERS & CO., Agents.

Hongkong, 6th May, 1905. [1145]

STEAM TO SHANGHAI.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

THE Steamship

"BENGAL."

Captain G. Phillips, expected here on or about 19th May will leave for the above port as soon as possible after her arrival with the next English Mail.

For Freight or Passage, apply to
L. S. LEWIS, Acting Superintendent.

Hongkong, 6th May, 1905. [1146]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"ZADA."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods, will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock NOON, Saturday, the 6th inst., will be landed at Consignee's risk and expense into Godown at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., Agents.

Hongkong, 6th May, 1905. [1147]

OCEAN STEAMSHIP COMPANY, LIMITED,

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"KINTUCK."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 6th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined at 11 A.M., on the 11th May.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 11th May will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th May, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th May, 1905. [9-10]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction:

TO-DAY (SATURDAY),

the 6th MAY, 1905, at 2.30 P.M., at his

SALLES ROOMS, Queen's Road,

A FINE ASSORTMENT OF

JAPANESE CURIOS.

Comprising—

OLD SATSUMA, BRONZES, IVORIES, CLOISONNE, PANELS & ORNAMENTS; SILK EMBROIDERED KAKIMONOS and SCREENS, &c., &c., &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 4th May, 1905. [1148]

INTIMATIONS

WANTED.

YOUNG Gentleman desires situation as GENERAL OFFICE ASSISTANT.

Has a thorough knowledge of Bookkeeping, Typewriting, and can also speak the Chinese Colloquial fluently. Excellent references.

Apply to—
C. R.,
Care of Daily Press Office.

Hongkong, 29th April, 1905. [1102]

NOTICE.

TRAINED NURSE, returning to England about the End of MAY, would take Charge of Invalid or Children on the Voyage, in return for Passage Paid.

Address—
"NURSE,"
Care of "JAPAN GAZETTE,"
Yokohama, 20th April, 1905. [1126]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

LEIMSEN & CO.

Hongkong, 3rd October, 1900.

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady.

B. R.,

Care of Office of this Paper.

Hongkong, 16th May, 1905. [1149]

HIRANO WATER.

THE QUEEN OF TABLE WATERS: PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST. Bottled in Japan by H. E. REYNELL & CO.

BEWARE OF FALSE IMPITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903. [1150]

NOTICES OF FIRMS

NOTICE.

THE Undersigned notifies that he has severed his connection with the Hongkong and Shanghai Banking Corporation, and has started in business at Hongkong as a GENERAL BROKER.

A. S. GOMES, (Junior).

Hongkong, 2nd May, 1905. [1113]

NOTICE.

M. R. ESSOOGH SOOLEMANEE will leave this Colony shortly, and the business will be carried on by Mr. FEUZULLAHBOY ESSABHOY EBRAHIM who is authorized to sign our firm.

ABDOOLALLY EBRAHIM & CO.

Hongkong, 1st May, 1905. [1108]

NOTICE.

W. H. PHILLIPS, expected here on or about 19th May will leave for the above port as soon as possible after her arrival with the next English Mail.

For Freight or Passage, apply to

L. S. LEWIS,

Acting Superintendent.

Hongkong, 6th May, 1905. [1145]

NOTICE.

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST.

THE CERTIFICATES of 30 and 2 SHARES standing in the Register of this Company in the names of WONG LAM and APCAR, GABRIEL APCAR respectively having been LOST, viz.:—

Script No. 81-1339/1341-15 Shares.

228-2833/2835-15 "

673-1262/1263-2 "

32 Shares.

NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said 32 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 13th April, 1905. [988]

NOTICE.

THE CERTIFICATES of 71 SHARES standing in the Register of this Company in the name of SI TAY have been LOST, viz.:—

Script No. 16-951/960-40 Shares.

215-941/950-10 "

216-390/392-21 "

71 Shares.

NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said 71 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 13th April, 1905. [989]

NOTICE.

THE CERTIFICATES of 700 and 360 SHARES standing in the Register of this Company in the names of ANTONIO OSORIO and TAM BOU CHIU have been LOST, viz.:—

Script No. 380/382, 2429/2503 in scrip-

of 25 " 76 Shares.

383-4529/4553 " 25 "

384/386, 3426/2898 in scrip-

of 25 " 75 "

387-4636/4720 " 25 "

389/391, 3426/3500 in scrip-

of 25 " 75 "

392-4750/4974 " 25 "

755-5821/5830 " 10 "

756/757, 5821/5880 in scrip-

of 25 " 50 "

317/320, 19051/19150 in scrip-

of 25 " 100 "

321/324, 18951

ROBINSON PIANO CO. LTD.

THE
PREMIER PIANO
FIRM AND THE
ONLY PIANO SPECIALISTS
IN HONGKONG: NOT
MERE DEALERS, BUY-
ING AT ONE PRICE AND
SELLING AT ANOTHER,
BUT

PRACTICAL EXPERTS
AND
MANUFACTURERS
DEVOTED EXCLUSIVELY
TO THE MUSICAL
INSTRUMENT TRADE.

These are
FACTS OF THE
FIRST IMPORTANCE
TO PIANO BUYERS.

This Company is also by far
the LARGEST PIANO BUYER
IN CHINA and gives the most
SOLID VALUES and
Wide Selection of Makes
Chosen at the Factories and
ABSOLUTELY GUARANTEED.

Hongkong, 6th April, 1905. [630]

THE
JOB PRINTING
DEPARTMENT
OF THE
"HONGKONG DAILY PRESS"
IS REPLETE WITH ALL THE
LATEST AND MOST UP-TO-DATE
APPLIANCES FOR THE PROMPT
PRODUCTION OF FIRST-CLASS
WORK.

ALL DESCRIPTIONS OF
ILLUSTRATED
CATALOGUES,
CIRCULARS,
VISITING CARDS,
AND
COMMERCIAL
PRINTING

TURNED OUT ACCURATELY, AND
WITH THE GREATEST DESPATCH,
UNDER THE DIRECT SUPERVISION
OF EXPERIENCED EUROPEANS.

BOOK BINDING,
MACHINE RULING,
GOLD LETTERING
AND
MARBLING, ETC.,

ALL EXECUTED ON THE PREMISES
AT THE SHORTEST NOTICE.

LAW WORK,
LEDGERS AND ACCOUNT
BOOKS

AT PRICES WHICH COMPARE
FAVOURABLY WITH ANY OTHER
PRINTING ESTABLISHMENT IN THE
FAR EAST. ESTIMATES FURNISHED.
Hongkong, 1905.

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of *Daily Press* are on
sale daily at Mr. H. RUTTENBERG'S
KOWLOON STORE, No. 38; Elgin Road,
and Mr. AH YAU'S FERRY WHARF
STALL. Price 15 cents per copy cash.
Hongkong, 22nd December, 1903.

CLARKE'S B 41 PILLS are
warranted to cure in either sex, all acquired or
constitutional from the Discharges Urinary
Organs, Gravel, and Pain in the Back. Free
from Mercury. Established upwards of 30
years. Sold by all Chemists and Patent
Medicine Vendors throughout the World
Proprietors, THE LINCOLN AND MIDLAND
COUNTIES DRUG COMPANY, Lincoln, England

NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS NOR
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels to
stay in Hongkong Harbour.
A. G. ROVES American ship, D. H. Rivers
Standard Oil Co.
King GEORGE British ship, J. White
Standard Oil Co.
S. P. HITCHCOCK American ship E. V. Gutter
Standard Oil Co.

CAFE WEISMANN.

THE Public are invited to pay a visit to our
NEW ARTISTIC TIFFIN ROOMS.

The only place of its kind in Hongkong.

A Veritable Fairyland.

Real German Beer on Draught.
Entrance: NO. 1A, WYNDHAM STREET,
Hongkong, 27th April, 1905. 1081

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.,
and for

PRIVATE RESIDENTS AT THE OUTPORTS.

A COMPREHENSIVE AND COMPLETE RECORD

OF THE

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY PRESS,

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT."

Subscription, paid in advance, \$12 per annum
Postage, to any part of the World \$2.

ROBERT CRAWFORD'S
C. C. C. WHISKY,

Price ... \$10 Per Dozen.

Sole Agent:—

KWAN TYE.

100, Queen's Road Central.
Hongkong, 12th April, 1905. [969]

NOTICE:
GEO. FENWICK & CO., LTD.

ENGINEERS AND SHIPBUILDERS

THIS Old Established Firm especially
Caters for Ship and Engine Repairing.
The Works may be reached in 10 minutes from
Blake Pier by Ricksha or Electric Tram.
Launches will call alongside vessels in the
harbour flying the Call Flag E.

Telephone 142.
Hongkong, 2nd January, 1905.

SUN FAT CO

MANUFACTURERS AND DEALERS IN
LADIES' AND CHILDREN'S
UNDERWEAR,
EMBROIDERIES, LACES, SILK, PONGEES,
GRASS LINEN, SHAWLS, HANDKERCHIEFS
BLANKETS, TRUNKS,

EBONY FURNITURE AND FANCY GOODS
No. 82, QUEEN'S ROAD CENTRAL
Any Order Promptly Attended To
Hongkong, 12th January, 1905.

**SAVARESSE'S
SANDAL
CAPSULES**

Efficacious because absolutely pure
English Oil, Muriatic Acid, All Chemicals.
MAISON SAVARESSE

728

MASTERS' GREAT
Bargain Book

Post
Free.

OVER 1500 USEFULS

Master's
EMPIRE
CATALOGUE

J. N. MASTERS, Ltd.
Hope Stores, RYE, Eng. (Est. 1822).

164 809-2

2820-2

MAKES THE SKIN
AS SOFT AS
VELVET.

BEETHAM'S
Garola

MAKES THE SKIN
SOFT, SMOOTH, AND WHITE

ALL THE YEAR ROUND.

Delightfully COOLING & REFRESHING

during the heat of summer.

Bottle, 1/2 lb. and 2 lbs.

M. BEETHAM & SON, Cheltenham.

2951

TRADE

SOLE AGENTS FOR HONGKONG:

KRUSE & CO., CONNAUGHT HOUSE.

872]

HEAD
BACK
LEGS

ACHE

Ache all over. Throat sore, Eyes and

Nose running, slight cough with chills;

this is La Guippe.

Painkiller

taken in hot water, sweetened, before go-

ing to bed, will break it up if taken in time.

There is only one Painkiller,

"PERRY DAVIS".

5

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly
share report dated Hongkong, 5th May.
The market continues dull, with no special
features to report. Rates, however, are well
maintained and in many cases show improve-
ments.

BANKS.—Hongkong and Shanghai remain
unchanged, with small sales at \$795; market
close steady to strong. The London rate re-
mains unchanged. Nationals are still engaged
for at \$37, but shares are scarce and we have no
business to report.

MARINE INSURANCES.—Union have charg-
e hands at \$700. Small lots of China Traders
could be placed at \$344, but none seem available.
Cantons continue firm but without business;
North China and Yangtze, no business to report.

FIRE INSURANCES.—Hongkongs and Chinas
continue dull, with sales of the former at the
reduced rate of \$302.

SHIPPING.—Hongkong, Canton and Macao
have again been placed at \$288 and a few more
are wanted at that rate. Indo-Chinas recovered
a little during the week and sales were made at
\$123 and later at \$122, closing with buyers at
latter rate. A few forward sales at rather
higher than equivalent rates have, however,
been put through chiefly for July and August
at \$127 and \$128; market closes steady. The
London rate remains at \$11.15. Od Douglas
remain unchanged and without sales at \$344.
Star Ferries have changed hands at \$374; for
old closing steady at that. Shells and China
Manila continue neglected and without busi-
ness, but the rate for the former has risen
to \$28.

REFINERIES.—China Sugars improved im-
mediately after the settlements, and with a small
demand the rate gradually rose to \$225 for cash
(a small sale was reported at \$226). On time a
fair number of shares changed hands at higher
than equivalent rates, forward sellers being
somewhat shy of selling in face of the reported
large earnings and good prospects of the Com-
pany. At time of writing the market is again
somewhat easier at \$224. Luxtons are still
engaged for \$27 without bringing any shares
on the market.

MINING.—No change or business to report.

DOCKS, WHARVES, AND GODOWNS.—Hong-
kong and Whampoa Docks have ruled steady
with small sales at \$205 and \$204 for cash, and
at equivalent rates forward; market close with
sellers of the former rate. Kowloon Wharves
have declined to \$106 without any business to
report. Farquhams remain unchanged at \$21
15. New Amoy Docks remain weak at \$21
without sales.

LANDS, HOTELS AND BUILDINGS.—Hong-
kong Lands remain neglected at \$127. Hong-
kong Hotels have advanced to \$141 after sales
at \$140 and \$140, market closing firm. Hum-
phreys have advanced to \$13 with fair sales,
and more are wanted at the price. Kowloon
Lands are in a small request at \$40. West
Points unchanged and without business.

COTTON MILLS.—No business to report.

MISCELLANEOUS.—Bell's Asbestos, China
Providents, Penwick, Green Islands, and South
China Morning Posts have all changed hands
at quotations. Ices have improved to \$151 with
buyers and Tramways to \$220 without sales;
for the latter \$225 would probably be paid.
Watsons have found further buyers at \$132 old
and \$13 new.

CHURCH SERVICES.

St. Peter's Church, Queen's Road West,
Second Sunday after Easter. Morning prayer 11
a.m.—Vespers Cooke, Te Deum, Jubilate
Hallelujah. Hymns 53, 65, 594, and 229. Holy
Communion, 12.15. Evening prayer 6.30.—Majestic
Gospel, Nun Dimittis, Remoults, Hyams,
233, 254, 593, and 270.

The Church launch *Despatch*, will call on ships

carrying white crews, to bring friends ashore to
the services, between 9.15 and 10.30 a.m., and
between 5.15 and 6 p.m. (Kowloon Police Pier,
Tuesday 7 p.m., Bible Class, Thursday, 7 p.m.,
General Meeting, Saturday, 7 p.m., Prayer
Meeting, 10-10.45 a.m.).

ASHLEY ROAD HALL, Kowloon, No. 6, Ground
Floor—Services, Lord's Day, 11 a.m., Breathing
Bread, Lord's Day, 6.30 p.m., Gospel Meeting,
Tuesday, 7 p.m., Bible Class, Thursday, 7 p.m.,
General Meeting, Saturday, 7 p.m., Prayer
Meeting.

GARRISON ORDERS.

HEAD QUARTERS,
HONGKONG, 5th May, 1905.

GENERAL ORDERS.—Arrivals.—No. 69. The
undermentioned details arrived on the 4th
instant per s.s. *Molice* from England. R.G.A.
Captain C. G. Versker Posting to 88 Company,
9 Women, 14 Children. R.R. 4 Women, 4
Children, R.A.M.C. 3 Women 5 Children.
2nd Royal West Kent Regt. 2/Lieut. H. J.
Dresser. Posting to Bn. A.O. Dept. Lieut
W.A. Quenell for Duty.

GARRISON ORDERS.—Detail.—No. 1. Detail
of officers for the ensuing week. Victoria.—(a)
Prison Visitor. Major A. C. Painter Royal
Engineers. (b) Field Officer of the week. Capt.
J. T. W. Fienner, 2nd Royal West Kent Regt.
Next for duty. Capt. C. M. F. Watkins Royal
Engineers. (c) Subalterns officer of the week.
An Officer Royal Engineers. Next for duty.
An Officer Royal Engineers. Kowloon. (a) Field
officer of the week. Capt. F. L. Bennett Royal
Garrison Artillery. Next for duty. Major A. E. Hatch, 129th Baluchis. (b) Sub-
altern officer of the week. An Officer Royal
Garrison Artillery. Next for duty. An Officer
Royal Garrison Artillery.

Leave cancelled.—No. 3.—With reference to
Garrison Order No. 4, (ii) of 29th March 1905,
Capt. in B. A. Craig, Royal Army Medical
Corps, having returned from leave of absence the
unexpired portion viz.—1st May to 1st June,
1905, is hereby cancelled.

Leave cancelled.—No. 3.—With reference to
Garrison Order No. 4, (ii) of 29th March 1905,
Capt. in B. A. Craig, Royal Army Medical
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Corps, having returned from leave of absence the
unexpired portion viz.—1st May to 1st

SHIPPING.

ARRIVALS.

ALACRITY, British unspatched vessel, 5th May.—from Minc Bay.
CENTURION, British battleship, 5th May.—from Minc Bay.
COPERNICUS, British str., 2,783 G. M. Montford, R.N.R., 5th May.—Shanghai 2nd May, General, &c., & U. S. N. C., 1,100 H. Martens, 5th May, Swatow 4th May, General and Cattle.—Douglas Lupton & Co.
GLORY, British battleship, 5th May.—from Minc Bay.
HALFORD, Norwegian str., 1,066, Carl Andersson, 5th May,—summarizing 27th April, Sugar—Chinaman.
HONGKONG, French str., 742, A. Suzoni, 5th May.—Haiphong and Hoihow 4th May, General, & A. R. Marty.
ISCHIA, Italian str., 2,784, Andrea Cagliero, 5th May.—Bombay 17th April and Singapore 23rd, General—Carlowitz & Co.
OCEAN, British battleship, 5th May.—from Minc Bay.
TRIUMPH, German str., 769, Ch. Hansen, 5th May.—Shanghai, Foochow, Amoy and Swatow 4th May, General—Bradley & Co.
ZAJDA, British str., 2,356, C. Willis, 5th May, Rangoon 22nd April, General—Jardine, Matheson & Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.

Harpire, British str., for Manila.
Liongong, British str., for Hoihow.
Loengong, British str., for Manila.
Michael Jelsen, German str., for Kobe.
Vonate, British str., for Balik Papan.

DEPARTURES.

5th May.
ANGHIN, German str., for Bangkok.
BERMUDA, British str., for Nagasaki.
C. F. LAEISZ, German str., for Shanghai.
BANGSANG, British str., for Canton.
LYRA, American str., for Tacoma.
PRONTO, Norwegian str., for Chefoo.
RUBI, British str., for Manila.
WAHOKA, British str., for Swatow.

SHIPPING REPORT.
The German str. Emma Layken reports strong E.N.E. gale and very misty.

VESSELS IN DOCK.

5th May.
KOWLOON DOCKS.—H. A. Broch, H.M.S. Acting.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamer

"EMPIRE,"
Captain Helms, will be despatched for the above ports on TO-DAY, the 6th May, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.
Agents.

Hongkong, 12th April, 1905. 973

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamer

"COROMANDEL,"
Captain G. M. Montford, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 6th May, at NOON, taking passengers and cargo for the above ports in connection with the Company's str. "Victoria," 6,525 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the main steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on the 18th June, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages required.

For further particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Hongkong, 24th April, 1905. 1125

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship

"ZAIDA,"
Captain G. M. Symmoro, will be despatched as above TO-MORROW, the 7th inst., at DAYLIGHT.

For Freight or Passage apply to
JARDINE, MATHESON & CO.
Agents.

Hongkong, 2nd May, 1905. 1125

FOR MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID.

THE China Mutual Steamship

"TEENKAI,"
Captain Harris, will be despatched as above TO-MORROW, the 7th inst., at 5 p.m.
For Freight, apply to
NIPPON YUSEN KAISHA.
Agents.

Hongkong, 2nd May, 1905. 1117

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & B&W	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	COROMANDEL	Brit. str. ...	—	G. M. Montford, R.N.R.	P. & O. C. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	PERA	Brit. str. ...	—	A. L. Valentini	P. & O. C. S. N. Co.	About 10th inst.
LONDON & ANTWERP	BENALDER	Brit. str. ...	1 m.	McIntosh	GIBB, LIVINGSTON & CO.	On 15th Inst.
LONDON, AMSTERDAM & ANTWERP	HYSON	Brit. str. ...	1 m.		BUTTERFIELD & SWIRE	On 16th Inst.
AMSTERDAM, LONDON & ANTWERP	GLAVCUS	Brit. str. ...	1 m.		BUTTERFIELD & SWIRE	On 18th July.
AMSTERDAM, LONDON & ANTWERP	JASON	Brit. str. ...	1 m.		BUTTERFIELD & SWIRE	On 9th Inst.
AMSTERDAM, LONDON & ANTWERP	DAEDANUS	Brit. str. ...	1 m.		BUTTERFIELD & SWIRE	On 23rd Inst.
AMSTERDAM, LONDON & ANTWERP	CALCHAS	Brit. str. ...	1 m.		BUTTERFIELD & SWIRE	On 6th June.
AMSTERDAM, LONDON & ANTWERP	KINTUCK	Brit. str. ...	1 m.		BUTTERFIELD & SWIRE	On 26th June.
MARSEILLES, LONDON & ANTWERP, &c.	TEENKAI	Brit. str. ...	—	Harris		To-morrow, at 5 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	DUMERA	Franstr. ...	—	Boyer		On 16th inst., at 1 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	PREUSSEN	Ger. str. ...	—	Dahl		On 10th inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	SEGOVIA	Ger. str. ...	k. w.	Schoenfeldt	HAMBURG-AMERIKA LINER	On 23rd inst.
MARSEILLES, &c., VIA PORTS OF CALL	SENGAMBIA	Ger. str. ...	k. w.	Jaburg	HAMBURG-AMERIKA LINER	On 13th June.
MARSEILLES, &c., VIA PORTS OF CALL	FEED, LAEISZ	Ger. str. ...	k. w.	von Hoff	HAMBURG-AMERIKA LINER	On 27th June.
MARSEILLES, &c., VIA PORTS OF CALL	BRISGAVIA	Ger. str. ...	k. w.	Russ	HAMBURG-AMERIKA LINER	On 11th July.
MARSEILLES, &c., VIA PORTS OF CALL	SITHONIA	Ger. str. ...	k. w.	Hildebrandt	SANDER, WIELER & CO.	On 1st June, P.M.
MARSEILLES, &c., VIA PORTS OF CALL	MARIA VALERIE	Aus. str. ...	k. w.	Berberovich	BUTTERFIELD & SWIRE	On 20th inst.
MARSEILLES, &c., VIA PORTS OF CALL	IAERTES	Brit. str. ...	—		BUTTERFIELD & SWIRE	On 20th June.
MARSEILLES, &c., VIA PORTS OF CALL	DEUCALION	Brit. str. ...	1 m.		BUTTERFIELD & SWIRE	On 21st July.
MARSEILLES, &c., VIA PORTS OF CALL	PRIMA	Brit. str. ...	1 m.		BUTTERFIELD & SWIRE	On 20th June.
MARSEILLES, &c., VIA PORTS OF CALL	KENNEBEC	Brit. str. ...	—		STANDARD OIL CO.	On 15th inst.
MARSEILLES, &c., VIA PORTS OF CALL	ATHOLL	Brit. str. ...	—		SHewan, TOME & CO.	On 20th inst.
MARSEILLES, &c., VIA PORTS OF CALL	SAGAMI	Brit. str. ...	—		DODWELL & CO., LTD.	On 25th inst.
MARSEILLES, &c., VIA PORTS OF CALL	NUBIA	Brit. str. ...	k. w.		HAMBURG-AMERIKA LINER	On 10th inst.
MARSEILLES, &c., VIA PORTS OF CALL	EMPEROR OF JAPAN	Brit. str. ...	2 m.		CANADIAN PACIFIC R. CO.	On 24th inst.
MARSEILLES, &c., VIA PORTS OF CALL	ATHENIAN	Brit. str. ...	1 m.		CANADIAN PACIFIC R. CO.	On 23rd inst.
MARSEILLES, &c., VIA PORTS OF CALL	HYADES	Am. str. ...	—		DODWELL & CO., LIMITED	On 21st inst.
MARSEILLES, &c., VIA PORTS OF CALL	NINOSHOW	Brit. str. ...	1 m.		BUTTERFIELD & SWIRE	On 16th inst., at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	ABARIA	Brit. str. ...	—		GIBB, LIVINGSTON & CO.	On 14th inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	EMPIRE	Brit. str. ...	1 m.		MELCHERS & CO.	On 13th inst.
MARSEILLES, &c., VIA PORTS OF CALL	TSINAN	Brit. str. ...	—		JARDINE, MATHESON & CO.	On 16th inst.
MARSEILLES, &c., VIA PORTS OF CALL	PRINZ SIGISMUND	Ger. str. ...	—		P. & O. S. N. CO.	On 19th Inst.
MARSEILLES, &c., VIA PORTS OF CALL	PALERMO	Brit. str. ...	1 m.		BUTTERFIELD & SWIRE	On 9th inst.
MARSEILLES, &c., VIA PORTS OF CALL	CHIMILI	Brit. str. ...	1 m.		OAKA SHOSEN KAISHA	To-morrow, at 8 A.M.
MARSEILLES, &c., VIA PORTS OF CALL	BAYERN	Ger. str. ...	—		OAKA SHOSEN KAISHA	On 14th inst., at 8 A.M.
MARSEILLES, &c., VIA PORTS OF CALL	BENGAL	Brit. str. ...	—		JARDINE, MATHESON & CO.	To-morrow, at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	YOKOHAMA	Brit. str. ...	—		Douglas Lapeyre & Co.	On 9th June.
MARSEILLES, &c., VIA PORTS OF CALL	YUNGSANG	Brit. str. ...	—		SHewan, TOME & CO.	To-day, at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	ZAFIRO	Brit. str. ...	1 m.		BUTTERFIELD & SWIRE	On 10th inst.
MARSEILLES, &c., VIA PORTS OF CALL	SUNGKRIANG	Brit. str. ...	—		BUTTERFIELD & SWIRE	On 13th inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	TJALAJAP	Dut. str. ...	—		JARDINE, MATHESON & CO.	On 9th inst., at 3 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	SANDAKAN	Brit. str. ...	—		JARDINE, MATHESON & CO.	On 16th inst., at 3 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	SINGAPORE, PENANG & CALCUTTA	Brit. str. ...	—		CARLOWITZ & CO.	On 13th inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	SINGAPORE, PENANG & CALCUTTA	Brit. str. ...	—			
MARSEILLES, &c., VIA PORTS OF CALL	BOMBAY VIA SINGAPORE & PENANG	Ital. str. ...	—			
MARSEILLES, &c., VIA PORTS OF CALL	ISCMIA	Ital. str. ...	—			
MARSEILLES, &c., VIA PORTS OF CALL	Macanizini	Ital. str. ...	—			

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, Ports in the LEVANT, BLACK SEA and BALUCH PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES

STEAMERS	DESTINATIONS	SAILING DATES
SEGOVIA	HAVRE, BREMEN and HAMBURG	On 10th May. Freight.
SENEGAMBIA	HAVRE and HAMBURG	On 25th May. Freight.
F. F. LAEISZ	HAVRE and HAMBURG	On 1

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

MONTHLY SAILINGS FOR LONDON AND CONTINENT.
FORTNIGHTLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL	"NINGCHOW"	On 10th May.	
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd May.	
GLASGOW and LIVERPOOL	"IVY-ON"	On 30th May.	
GLASGOW and LIVERPOOL	"PRIAM"	On 31st May.	
GLASGOW and LIVERPOOL	"GLAUCUS"	On 5th June.	
GLASGOW and LIVERPOOL	"FOXTON HALL"	On 16th June.	
GLASGOW and LIVERPOOL	"YANGTSE"	On 18th June.	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 18th June.	
GLASGOW and LIVERPOOL	"AJAX"	On 25th June.	

HOMEWARDS.

POB	STEAMERS	TO SAIL	DUE
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 9th May.	
GENOA, MARSEILLES and LIVERPOOL	"LAERTES"	On 20th May.	
AMSTERDAM, LONDON and ANTWERP	"DARDANUS"	On 23rd May.	
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 6th June.	
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.	
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 20th June.	
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 4th July.	
VICTORIA, SEATTLE, TACOMA, and NAGASAKI, KOBE & YOKOHAMA	"GLAUCUS"	On 18th July.	
GENOA, MARSEILLES and LIVERPOOL	"PRIAM"	On 20th July.	

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

STEAMERS TO SAIL

FOR VICTORIA, SEATTLE, TACOMA, and NAGASAKI, KOBE & YOKOHAMA

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[9.10]

Hongkong, 6th May, 1905.

CHINA NAVIGATION CO.
LIMITED.

STEAMERS TO SAIL.

FOR NINGPO and SHANGHAI

"YOCHOW"

On 9th May.

"TAMING"

On 10th May.

"SUNGKIANG"

On 11th May.

MANILA, ZAMBOANGA, POET

DARWIN, THURSDAY ISLAND,

COOKTOWN, CAIRNS, TOWNS

VILLE, BRISBANE, SYDNEY and

MELBOURNE

TSINGTAU, CHEFOO and TIENTSIN

"CHIHILI"

On 16th May.

The above services are directed to the superior accommodation offered by these

steamers, which are fitted throughout with Electric Light. Unravelled Table. A duly qualified

Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and passengers at through rates for all New Zealand Ports and other

Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND

AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[11]

Hongkong, 6th May, 1905.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO on CHIN-WAN-TAO, to DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks.

S.S. "LOTHIAN" Captain J. C. Williamson.
S.S. "INDRAVELLI" Captain B. Callington.
S.S. "COURTFIELD" Captain J. W. Martin.
S.S. "CRANLEY" Captain W. E. Steele.
S.S. "IKBAL" Captain M. Robertson.
S.S. "ASCOT" Captain G. E. Cox.
S.S. "SIKH" Captain J. Rowley.
S.S. "INKULA" Captain Dean.
S.S. "KATHERINE PARK" Captain Copp.

For Freight, apply to

GIBR, LIVINGSTON & CO., AGENTS.

[19]

Hongkong, 10th February, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

PREUSSEN WEDNESDAY ... 10th May
ROON WEDNESDAY ... 24th May
BAUERN WEDNESDAY ... 7th June
ZIETEN WEDNESDAY ... 21st June
DARMSTADT WEDNESDAY ... 5th July
SACHSEN WEDNESDAY ... 19th July
SCHARNHORST WEDNESDAY ... 2nd August
PRINZ HEINRICH WEDNESDAY ... 16th August
PRINZ EITEL FRIEDRICH WEDNESDAY ... 30th August
PREUSSEN WEDNESDAY ... 13th September
ROON WEDNESDAY ... 27th September
BAUERN WEDNESDAY ... 11th October
ZIETEN WEDNESDAY ... 25th October
GNEISENAU WEDNESDAY ... 8th November
PRINZESS ALICE WEDNESDAY ... 22nd November
SACHSEN WEDNESDAY ... 6th December
PRINZ REGENT LUITPOLD WEDNESDAY ... 20th December
PRINZ HEINRICH WEDNESDAY ... 26th December

1905.

ON WEDNESDAY, the 10th day of MAY, 1905, at NOON, the Steamship "PREUSSEN," Captain Dahl, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPOLI and GENOA. Shipping Orders will be received on Board until 5 P.M. on TUESDAY, the 9th May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 9th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons WEDNESDAY, 10th May.
R.M.S. "ATHENIAN" ... 3,882 Tons WEDNESDAY, 24th May.
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons WEDNESDAY, 31st May.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons WEDNESDAY, 21st June.
R.M.S. "TARTAR" ... 4,425 Tons WEDNESDAY, 5th July.
Hongkong to London, 1st Class via St. Lawrence \$260. via New York \$22.
Intermediate on Steamers, " " 240. " " 242.
and 1st Class Rail " " " " "

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIP, passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese

Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent.

D. E. BROWN, General Agent.

1905.

The Real Thing At Last!

FUSSELL'S

PURE RICH CREAM

GOLDEN BUTTERFLY BRAND.

IS NOT a makeshift NOR a Substitute but PURE Mountain Pasture CREAM. Guaranteed free from Preservative and put up in Sterilized Tins. Keeps good IN ANY CLIMATE for MANY MONTHS. On sale almost everywhere, but if any difficulty in procuring it, apply to H. RUTONJEE, HONGKONG, Agents wanted in French, Russian, and Portuguese districts. Apply to FUSSELL & CO., LTD., LONDON, ENGLAND.

1905-1

"MONTSERRAT

Trade Mark

Lime-Fruit Juice

and Cordials,

either with water or aerated water, is a delightful thirst quencher.

The LANDET says:

"We counsel the public to drink Lime-Fruit Juice whenever and wherever they list. It is far more wholesome drink than any form of alcohol."

Sale Consignees

EVANS, LESCHNER & WEBB, LONDON,
EVANS, SONS & CO., LIVERPOOL

AGENTS

A. S. WATSON & CO., LTD., HONG KONG.

1100

WALTHAM WATCHES

STEM WINDING, LEVER.

WALTHAM WATCHES ARE THE

MOST DURABLE AND ACCURATE

POCKET TIMEPIECES IT IS

Possible to construct.

TWELVE MILLION IN USE.

ALL GUARANTEED BY

AMERICAN WALTHAM

WATCH COMPANY.

WALTHAM, MASS., U.S.A.

753-4

WE SEND ON APPROVAL

REGULAR TRADE CYCLES FULLY WARRANTED

LAST 2-10 to £5-50

BUCKLE Tree Westwood Bush Rimless

BUCKLE Wheel Mud Guard Bracelet

CARRIAGE PAID TO ANY

POST OFFICE

Motor, Gas and Motorcycles

Automobiles, Sporting Goods

Writing Machines Half Metal Price

Watches for Catalogue and Price

For a number of years foreign postage

POST OFFICE NOTICES.

POST OFFICE NOTICES.

Mails for CANTON, SAMSHUI and WUCHOW will be closed on week day at 7.30 every morning. On Sunday the mail for Macao will be closed at 8 a.m.
A mail for MACAO per s.s. *Wingchui* will be closed every week day at 5 p.m.
Mails for NAMTAO, SANBUE, KONGMOON, KUMCHUK, SAMSHUI, WUCHOW and CANTON will be closed every weekday, at 5 p.m. On Sundays the mails will be closed at 9 a.m.
No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR FEE DATE

FOR	FEE	DATE
Bangkok		Saturday, 6th, 10.00 A.M.
Manila		Saturday, 6th, 10.00 A.M.
Singapore		Saturday, 6th, 10.00 A.M.
Bangkok		Saturday, 6th, 10.00 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth		Saturday, 6th, 10.00 A.M.
Europe, &c., India via Tuticorin	(Late Letters 11.00 to 11.30 A.M.) Extra Postage 10 cents)	Saturday, 6th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Macau		
Saigon		
Swatow and Bangkok		
Swatow, Amoy and Tamsui		
Swatow, Amoy and Foochow		
Swatow, Amoy, Foochow and Shanghai		
Pakhoi and Haiphong		
Macau		
Kongkong, Kunshun, Samshui and Taikting		
Amoy, Straits and Rangoon		
Bangkok		
Swatow, Singapore and Bangkok		

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)
Macau	
Singapore, Penang and Calcutta	
Ningpo and Shanghai	

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)	(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)
Europe, &c., India via Tuticorin	(Late Letters 11.00 to 11.30 A.M.) Extra Postage 10 cents)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	

Macau	
Shanghai	
Manila	
Macau	
Cebu and Illoilo	
Manila	
Souduan	
Macau	
Singapore, Penang and Bombay	
Macau, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	

Europe, &c., India via Tuticorin	(Late Letters 11.00 to 11.30 A.M.) Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	

Singapore, Penang and Calcutta	Taiwan, Chefoo and Tientsin
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	

Friedrich Wilhelmsen, Herberthoben, Matupi, Brisbane, Sydney and Melbourne
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TO-DAY.

Sale, Japanese Curios, Sales Rooms, Mr. V. I. Remedios, 2:30 p.m.

COMMERCIAL

CLOSING QUOTATIONS.

5th May

ON LONDON.—	
Telegraphic Transfer	1/10.
Bank Bills, on demand	1/10.
Bank Bills, at 30 days sight	1/10.
Bank Bills, at 4 months' sight	1/10.
Credits, at 4 months' sight	1/10.
Documentary Bills, 4 months' sight	1/10.

ON PARIS.—	
Bank Bills, on demand	234.
Credits, at 4 months' sight	237.
ON GERMANY.—	

On demand	191.
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ON NEW YORK.—	
Bank Bills, on demand	454.
Credits, 60 days sight	464.

ON BOMBAY.—	
Telegraphic Transfer	1394.
Bank, on demand	140.

ON CALCUTTA.—	
Telegraphic Transfer	1392.
Bank, on demand	140.

ON SHANGHAI.—	
Bank, at sight	713.
Private, 30 days' sight	725.

ON YOKOHAMA.—	On demand
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ON MANILA.—	On demand
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ON SINGAPORE.—	On demand
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ON BATAVIA.—	On demand
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ON HAIKHONG.—	On demand
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ON SAIGON.—	On demand
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ON BANGKOK.—	On demand
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SOVEREIGN'S, Bank's Buying Rate	10.60.
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Gold LEADS, 100 fine, per cwt	55.30.
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BAR SILVER, per oz.	264.
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VESSELS EXPECTED.

THE GERMAN MAIL.	
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The N.D.L. Australian str. <i>Prinz Sigismund</i> left Sydney on Saturday, April 15th at 4 p.m., and may be expected here on Monday, the 18th.
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The I.G.M. str. <i>Bayern</i> left Colombo on Saturday, the 18th, and may be expected here on Wednesday, the 10th May.
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THE CANADIAN MAIL.	
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The C.P.R. steamer <i>Empress of China</i> left Vancouver on Monday, the 1st May, pm, for Hongkong via the usual ports of call.

MERCHANT STEAMERS.	
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<table

HOUSE-FIGHTING IN TIBET.

Before the recent expedition to Lhasa, the Sikhs Campaign of 1888 and the writings of Mr. Savage Landor had left an impression that the Tibetan was a coward. It was not until we had been bordered nearly a month at Gyantze that one began to wonder if this estimate of our inextricable neighbour might not lie a little hasty. And even after the conclusion of the Lhasa treaty, there was no much talk of "battues" that one was apt to forget that the fighting round Gyantze was often as hot and dangerous as it had been opposed by Dervishes or Zulus.

The best part of the Tibet campaign, from the soldiers' point of view, was the house fighting. In their warrens and bolt-holes the Tibetans fought desperately under conditions that cancelled much of the advantage we had from our quick-firing rifles. For disparity of arms does not count for much in dark cellars or winding alleys or gloomy temple chambers, where one may be covered from half-a-dozen sides at point-blank range. At Pilla, the Gurkha outpost, men and their toes hacked at one another homely, and the Tibetans rained jingal bullets into the *mote* from their old field-pieces in the Tang, regardless whether they hit friend or foe. That was medieval. No Maxim-tapping or long-range firing with our horribly superior modern mechanisms; but hot rushes in the dark against steel and amazing old blunderbusses, cocked at the first man round the corner. No salutarm need be ashamed of such a baptism.

Looking back at these encounters, one feels oneself being carried away in a tale by Harrison Ainsworth's *r' Dames*. There was nothing modern or conventional about them. The Tibetans had been detached from progress for hundreds of years, and so we were thrown back more than once into fighting them in their own way. When we crossed their frontier we stepped into the Middle Ages, and somehow took it as a matter of course, and it was not until we had crossed the border again, on the way home, and wake up in civilization, that we realized we had spent one year of our lives in the 16th century. The atmosphere was perfect, and we took and gave hard knocks. We fought in cobble alleys, and crumbling age-worn keeps and courtyards overgrown with nettles, quite in the approved style. Old chain armour was scattered round in heaps, and chain slings and bows and arrows. My only regret was that the Tibetans so seldom wore these trapping. But they did not disappoint us in other ways. Imagine them in a night attack creeping up to our walls, thrusting their matchlocks through our own loopholes and hurling us at dawn with a salvo. Then what delightful abandon and disregard of the rules was shown in their habit of discharging twenty cannon at any individual who left the cover of our besieged camp by daylight. And where else but in Tibet in this twentieth century could a man get a dozen sword cuts in a day?

Let us follow young X for five minutes in his first experience of war. He has just been knocked down a ladder by a cut across the helmet, and is scrabbling again when a Sikh Subadar, clutching his sleeve, pats him on the tip of a sword, a bare inch projecting from the passage wall at the top. The two pause and whisper. The hidden assassin does not know he is observed. There is intense silence for a few seconds. Then the Sikh creeps up a rung or two, holds out his rifle at arm's length and fires round the corner. The sword falls clutched by an inert hand. There is a scramble behind, and the two leap on to the landing. The passage is empty, save for the one heavy on the floor. Shooting is going on all round, but X and his knot of men—for three more Sikhs have run in to join him after the shot—have their own immediate piece of work. A few yards down the passage to the right is a door. There may be twenty men behind it, or only two or three. X stops, and whispers again. He takes off his helmet and carries it in his left hand. At the sign the Sikhs doff their pagarees and follow him bare-headed. Uncovering makes them look ruffianly. There is a self-conscious shuffling of feet, and half a helmet and four pagarees are pushed tentatively on bayonets beyond the limit of the door. There is an explosion from within, and much plaster falling from the wall opposite. The Tibetans have fired their matchlocks and are shot down as they rush out with swords. X has a slight cut on the wrist; Gurdit Singh has a ricochet bullet in the calf; there is an ugly lump on the floor, and the house is taken. But, before leaving, some one notices the toe of a green and red woollen boot with rope sole protruding from a heap of gravel in the corner. I am afraid Gurdi Singh's *bhai* uses his bayonet when X's back is turned. In the courtyard X meets with Major Y, who lifts up a mangled left hand with the thumb hanging loose and a deep gash across the wrist. His face is expanded in a broad smile, as he draws in an amusing way: "Isn't this silly?"—a remark that voices a very common feeling when men's pulses beat slower after a fight.

This kind of house-fighting was an almost daily experience with X for two or three months in Tibet; but he is a modest and inconspicuous boy, and his name does not appear in despatches. To get into the house, where we followed him, he had to run the gauntlet of a narrow street and an open courtyard exposed to volleys on both sides from persistent, though it must be confessed, not very expert marksmen. We lost a great many men in this way. First of all, there is the great outer gateway to be blown up with gun-cotton, and the Sapper or Pioneer who lays the fuse is often enough hit. Then beyond the court are more walls and more gates to be breached, and so on through the whole village or monastery, as the case may be. It is risky work, and one has to be as quick as a "jumpy" snipe-shot, and shoot at a shadow, or the "battue" will be enjoyed by the Tibetans.

Every day while there was fighting in Tibet many unostentatious deeds of gallantry were performed. Yet the only brave deed that has been generally chronicled was Grant's, who, after being rolled down thirty feet by a stone, crawled into the breach of Gyantze Fort on the shoulders of one of his men, to meet as it seemed, an almost certain death. He was the pawn that was chosen in a decisive move; he justified the choice and won the Victoria Cross. A part from this day, most of the fighting has been characterized as "lathmies" and "butchery." Guru Kangma and other affairs have been quoted often, and the "bags" exaggerated to make a party sensation. And the hysterics of the Press has been excited by the fact that large numbers of Tibetans have been killed when they were running away. As if it were possible to spare men who have been shooting at one all day, and throw down their guns when overtaken, with reprisals as one might say, "Wait there until I come back, and remember that you are my prisoner." Often the pursuit was not pushed home so severely as it might have been; and if we had spared fugitives more than we did we should be still in Ilusa or lighting our way there. Pursuit is always ugly work, more especially when one is armed with a magazine rifle against a Lhasa-made Martini. But I think

ETIQUETTE IN THE ORIENT.

in Fleet Street the horror of it is exaggerated. I fancy that the journalists eating his steak at "The Cock" looks at his neighbours when he hears the newsboy call "Five hundred Tibetans killed," imagines a deep red gash beneath the neatly-parted hair, and sees a horrible trickle on the white shirt-front. He makes the mistake of thinking that the Oriental objects to fighting as much as he does, and dwells on death with an equal fear. He translates his nervous atmosphere of the street with the policeman round the corner to countries where men look on long life as a phenomenon, and returns to his office with an acute attack of neurosis, with which he infects a large section of the public the next morning. Meanwhile, the man on the spot may be moved to pity as he thinks of the dead in their garden of marigolds and hollyhocks, and remembers that only in hour or two before they had been playing dice and dominoes with peach stones. But he knows that they have only lost in a greater game in which he also staked his life. But, apart from the ethics of rents and the slaughter of fugitives, there was the house-fighting, a renewal of those medieval bouts where men saw another's eyes as they gave and took death. Men who have lived through those scenes and look back happily on them will, no doubt, survive the criticism of the penmen who babbled of laudanum.

ENGLISH.

THE POWER OF EDUCATION."

The following is a copy of an amusing petition received by an official of the Public Works Department from an applicant for employment and printed in the *Homeward Mail*:

From Ramsing (Poorman) to Mr. P. W. Department. Most Reverend Sir. I am humble man and great family large son and daughters with magnified appetites much often have written to great notorious gentlemen who have terribly failed in goodness therefore your honour kindly will not be completely angered by me for because though not yet altogether dead for want of money, I am much learned man and magnanimously anxious for display of my talent it is great sheer pity for all my big education is going horribly lost inside. And Your honour I am the one man in which the English Post calls Born, blooming unseem and your honours is the P. W. Department which is great circulated Department building big walls and bridges walls and bridges which fall down (no matter for that) make the money much infuse is with your honour in this wide space of area one of P. W. Department your kind will pass over this fussy of my great petard. I am telling of my great troubles and experiments much learning all things I got much studies in his deschansaries (which is five 6 days, I did lost) and great talent in all things but this manifold family is much great expence and too much hunger all the day-time long, this family which I have generated God knew how, every year she does my wife make incremental succession to the ratification of this generation.

My age was 19 years when I did commence to have children and now my age is 34 years and only one childred, and by the Lord there will be no end to this mischief. Your honour is greatly kind and I plainly see all things and your honour will be much pleased with all the works of my hand. I am learning in all things and much instructed in long notorious words (long and terrific) of the great English language but it is much pity in my heart some rough hog has pezzed the books of my deschansaries no matter for that so great is the power of my surprising memory. I am much knowing in natural mathematics and Phisicoee and laws and manupulations such as "the apple must come to the ground." Isaac Newton and such like. Your honour I am a man of long notorious infernal language and my great father had instructed me in much policy and in the College I did learned in all things and by much experiments and thoughtfulness and am now man of much deepness and consideration, my father was much old when he died expire at last and left much goods for the division of me and my sister.

You honour I was left pezzed of 50.00 rs. and much wicked sister (who is major to me) Your honour in 10 years is developing in great many pleasures no matter for that I was man of thoughtfulness and decided on the master of travels and experiments and much as my eye (for I have only one eye your honour) gazed on and I am now man of great benefit given either and thither with my great family and living on strong things, your honour by the power of my big education I have much seen gentleness and talked and talked and learned all things varied and constructed on terrible knowledge, and altogether because power of learning I have always found work of my hands yet still the money is plentiful divided by reasons of the Sindh State which is much dear place in rice and all manner and such difficult for work your honour yet much beautiful in all things of light and surely here the trees go lighter and lighter in the blast of our days and rivers bubbling and all birds (black and yellow) and much colour glorifying the atmosphere and mighty flavoured in all things and the great Governor General and council shine like big stars of terrific ploughs. But my soul is much in much sorry for want of money and work or I could much please in telling all things, but hunger is at the belly for the future and therefore your honour will kindly give me the help and work of your honour will be much blessed in money matters and great pleasure will come to your honour if your honour will give the work and I will show my talent in all things and your honour will be consol'd. May almighty powers hold your honour securely and may your honour be safe and tight evermore I must pray your honour children be safe moreover I am your honour's humble servant Ramsing (Poorman).—Globe.

GAMBLING STEAMER TO DEFEAT POLICE.

Since gambling rooms and other similar establishments in New York were closed by the authorities, the proprietors have been trying to devise some means of resuming their business without the danger of police interference. Their latest project is a "floating Monte Carlo." A company has just purchased a large excursion steamer, equipped with wireless telegraphic apparatus and complete horse-racing paraphernalia.

During the racing season the steamer will make daily trips three miles out to sea, beyond the jurisdiction of the local and Government authorities. A station ashore will telegraph the racing returns direct from the track, and so enable betting to proceed in the same manner as ashore.

Roulette and other games of chance will also be conducted. Two lawyers will accompany the steamer on each trip prepared to hurl defiance at any Revenue officers or other officials who board the vessel or attempt to interfere.

The steamer will be sumptuously equipped, and is expected to do an enormous business. She makes her first trip next Thursday. Tickets will simply be sold for excursions, and gambling will never be mentioned except outside the three-mile limit.

The *Japan Chronicle's* humorous chronicler, who, like other humourists, is sometimes quite feminine, has just turned his attention to feminine etiquette in the Far East. He says: Etiquette is, when you come to analyse it, quite as much a science as etymology, ethnology, ethics, and all the other "ots" and etceteras, and it is a source of satisfaction to know that it is studied far more scientifically and decorously in the Far East by those who ought to know how to do it than it is in the West. He makes the mistake of thinking that the Oriental objects to fighting as much as he does, and dwells on death with an equal fear. He translates his nervous atmosphere of the street with the policeman round the corner to countries where men look on long life as a phenomenon, and returns to his office with an acute attack of neurosis, with which he infects a large section of the public the next morning. Meanwhile, the man on the spot may be moved to pity as he thinks of the dead in their garden of marigolds and hollyhocks, and remembers that only in hour or two before they had been playing dice and dominoes with peach stones. But he knows that they have only lost in a greater game in which he also staked his life. But, apart from the ethics of rents and the slaughter of fugitives, there was the house-fighting, a renewal of those medieval bouts where men saw another's eyes as they gave and took death. Men who have lived through those scenes and look back happily on them will, no doubt, survive the criticism of the penmen who babbled of laudanum.

AN AUSTRALIAN INVENTION.

The Sydney correspondent of the *Times of India* reports an invention of the first magnitude—no less than the solution of the long sought problem, how to obtain a liquid fuel as a substitute for coal—has just been made by an Australian, who is said to have stood the most exacting Admiralty tests, and to do everything that required of it. The great attraction which liquid fuel has for naval men is that it does away with coaling and stoking, and the difficulty hitherto unsolved has been to obtain a liquid that would serve the purpose without making any smoke, for the vessel that can approach its enemy unobserved has half the battle won.

This hitherto unsurmountable difficulty has at last been overcome by first mixing the oil with steam, the compound being converted into an inflammable gas of tremendous heating power.

In fact, while searching for a liquid the inventor has stumbled on a new form of gas. Among

DISORDERS OF THE DIGESTIVE ORGANS.

How They Can Be Cured.

Just as the proper working of a huge smelting furnace depends upon the regular removal of the clinkers and used-up material, so your health depends upon the body's waste matter being removed regularly. If there is not a passage from the bowels once or twice a day, you should assist Nature by the use of *Dean's Dinner Pill*; they can truly be called Nature's own remedy, because they are made from pure roots and herbs that Nature intended as a medicine for liver and stomach trouble.

Dean's Dinner Pill will drive out the body's waste and poisonous matter, leaving the system sweet and clean, and the digestive organs unhampered by clogging impurities, so that they can keep up with the great work which falls to their lot. This medicine does not gripe, and it is thoroughly good and reliable in any case of liver, stomach or bowel trouble—constipation, indigestion, biliousness, headache, sickness, sleeplessness, bad taste in the mouth, heavy, drawn feeling, pale complexion, chilly sensations, difficulty in breathing, etc.

And, by taking reasonable care of your health, you will keep well after your cure by *Dean's Dinner Pill*; they are a strengthening medicine.

All the chief chemists and medicine-dealers sell *Dean's Dinner Pill*, price 1/- for 1 box, or 6/- for 6 boxes; the medicine may be had, post free on receipt of price, direct from the proprietors—the Foster-McClellan Co., 8, Wells-street, Oxford-street, London, England. (73-18)

AN APPEAL.

THE SISTERS who direct St. Anthony's Convent at Macao will be very thankful to Shop-keepers, Linen-drapers, Clothiers and Tailors in Hongkong, Macao, and elsewhere who will send to them remnants of material, books of patterns no longer used, and any pieces of cloth, no matter how small, of which they cannot make use.

Those who send will thus, at no cost to themselves, afford the numerous hands in the convent, especially the little ones, opportunity for useful occupation; for pieces of cloth, even of a square inch, can be stitched together and very pretty pieces of work made out of cloth, that would otherwise be thrown away. These articles are bought by charitable persons and the Sisters are thus helped to keep up their very large establishment, which is maintained by the o.s.m. of friends and in a great measure by the earnings of the girls themselves, who lead by no means an idle life within the convent walls.

Hongkong, 18th May, 1904. (14)

S I N T I N G .
S U R G E O N , D E N T I S T ,
No. 10, DAGUILLAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 26th April, 1905. (1370)

CHEAP BEDSTEADS FOR SALE.

THE Undersigned has a very large stock of IRON BEDSTEADS and AMERICAN STEEL WIRE MATTRESSES on hand for Sale at very moderate prices.

6' 2" by 3' 6" Steel Wire Mattress £5.50 each.

6' 2" by 4' 6" " " " 6.50 "

6' 2" by 5' " " " 7.50 "

Prices for Bedsteads and various sizes of Mattresses on application.

A. TACK & CO.,
28, Des Voeux Road Central.

Hongkong, 26th April, 1905. (1370)

NEW SEASON'S CROPS.

ARDATH

SMOKING MIXTURE

INSTANTANEOUS SUCCESS SINCE ITS INVENTION.

MILD. MEDIUM. FULL.

OBTAINABLE FROM LANE, CRAWFORD & CO., AND KELLY & WALSH LTD., HONGKONG.
Manufacturers and Inventors—ARDATH TOBACCO CO., State Express Works, LONDON, E.C.

1147-1

EDWARDS'

"HARLENE"

FOR THE HAIR

THE GREAT HAIR PRODUCER AND RESTORER.

The Finest Dressing. Specially Prepared and Delicately Perfumed. A Luxury and a Necessity to every Modern Toilet.

"HARLENE" produces Luxuriant Hair. Prevents it Falling Off and Turning Grey. Unequalled for Promoting the Growth of the Beard and Moustache. For Preserving, Strengthening, and Rendering the Hair Beautifully Soft; for Removing Scurf, Dandruff, &c.; also for Restoring Grey Hair to its Original Colour.

ROYAL TESTIMONY.

"Monsieur Philosopher is commanded by HER MAJESTY THE QUEEN OF GREECE to forward cheque for the six bottles of 'Harlene' duly received."

H.I.H. THE GRAND DUCHESS OF MECKLENBURG-SCHWERIN writes: "Please send at once six bottles of 'Harlene,' the same as formerly sent H.I.H. when still Princess Marie of Greece."

Mrs. LANGTRY, the Charming Actress Manager, writes: "Previous to my using 'HARLENE,' my hair had become brittle, and was falling off. I have used your preparation daily for 18 months, and my hair is quite restored. I cannot recommend 'Harlene' too highly."

1/-, 2/6 and 4/6 per Bottle, from Chemists and Stores all over the World.

EDWARDS' "HARLENE" CO., 95 & 96, High Holborn, London.



BANKS

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China

the Philippine Islands and the Republic of Panama.

CAPITAL AND SURPLUS

Authorised ... Gold \$10,000,000

Capital Paid Up ... Gold \$3,947,200

Reserve Fund ... Gold \$3,947,200

Head Office: New York.

London Office: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND,

LIMITED,

UNION OF LONDON AND SMITH'S BANK,

LIMITED,

BRITISH LINEN COMPANY BANK.

The Corporation transacts every description

of Banking and Exchange business, receives

money in Current Account and accepts Fixed

Deposits at rates which may be ascertained on

application.

CHARLES R. SCOTT,

Manager.

20 Des Voeux Road,

Hongkong, 23rd January, 1905. [1062]

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BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000

SUBSCRIBED ... 1,125,000

PAID-UP ... 692,500

RESERVE FUND ... 11,400

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance

ON FIXED DEPOSITS —

For 12 months ... 4%

" " 6" " 3%

" " 3" " 2%

" " 1" " 1%

EVAN CHISHOLM,

Manager.

Hongkong, 23rd May, 1905. [26]

NOTICES TO CONSIGNEES

S.S. "ERNEST SIMONS," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex. "Meloc" and "Mepples," from Bordeaux or s.s. "Frederic Morel" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their side into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before To-DAY, the 1st inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 8th May, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th May, or they will not be recognised.

All damaged packages will be examined on Monday, the 8th May, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 1st May, 1905. [2]

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRO-HUNGARIAN.

Aspern, cruiser, 2,437 tons, 20 guns, 7,300 h.p., Capt. Friedrich Grünberger, Singapore

Kaiserin Elisabeth, cruiser, 4,000 tons, 22 guns, 8,000 h.p., Captain Mirtl, Japan

FRANCHE.

Achoron, armoured gunboat, 1,796 tons, 10 guns

1700 h.p., Lieut. Ferret, Saigon

Argus, gunboat, 123 tons, 6 guns, 500 h.p.

Lieut. Jeanne, Caenot

Aspic, gunboat, 475 tons, 3 guns, 450 h.p.

Lieut. Grollier, Saigon

Avaleone, gunboat, 149 tons, 5 guns, 150 h.p.,

Haiphong

Biaoune, gunboat, 149 tons, 5 guns, 150 h.p., Saigon

Chateaubonau, cruiser (Flagship of Rear-

Admiral de Faquin), 2,000 tons, 18 guns, 17,000 h.p., Capt. V. Poitou, Baie d'Along

Comite, gunboat, 525 tons, 4 guns, 438 h.p.

Comte, gunboat, 970 tons, 12 guns, 18,000 h.p., Comdr. Loui, Haiphong

D'Assas, cruiser, 4,000 tons, 31 guns, 9,500 h.p., Saigon

Decide, gunboat, 65 tons, 10 guns, 1,000 h.p., Lieut. Comdr. L'Eust, Shanghai

Descartes, cruiser, 3,895 tons, 14 guns, 5,500 h.p., Commander Amot, at present at Saigon

Etoe, gunboat, 149 tons, 5 guns, 150 h.p., Saigon

Felicite, gunboat, 149 tons, 5 guns, 150 h.p., Saigon

Gaudron, gunboat, 149 tons, 5 guns, 150 h.p., Saigon

Gaudron, gunboat, 149 tons, 5 guns, 150 h.p., Saigon